

# ALL HANDS



MAY 1974







# ALL HANDS

MAGAZINE OF THE U. S. NAVY — 51st YEAR OF PUBLICATION

MAY 1974

NUMBER 688

ADMIRAL ELMO R. ZUMWALT, JR., USN

Chief of Naval Operations

REAR ADMIRAL WILLIAM THOMPSON, USN

Chief of Information

CAPTAIN MATTHEW E. ROMANO, USN

Officer in Charge, Navy Internal Relations Activity

## TABLE OF CONTENTS

### Features

The Fleet Today: Novel, New — Tried & True	
USS Tarawa .....	2
USS Spruance .....	8
USS Hector .....	12
USS Tiru .....	14
Navy With an International Flavor:	
A Multination Military Band .....	16
Serving on Her Majesty's Canadian Ship .....	19
Thai Officer on Hancock .....	20
Hitching a Ride With the U.S. Navy .....	22
New Zealander & American Exchange .....	23
The Aussies vs. The Yanks .....	24
On the Education Front	
Navy Campus for Achievement .....	26
BOOST, San Diego .....	28
Associate of Science Degree in Sonar	
Technology .....	30
Blue Ridge Language Course .....	31
Builder Class "A" School .....	32
Cooks — The More the Merrier .....	33

### Bulletin Board

Duty in Washington, D.C. ....	40
Questions and Answers .....	52

### Navy News Briefs

Admiral Holloway Nominated as Next CNO, Mileage Travel Rate Increased, Uniform Changes Approved by CNO, Fuel Costs Cause Revision in Reduced Airline Rates, More Dungarees Available at Navy Exchanges, U.S. Units To Help Clear Suez Canal, SITREP Nine Film Being Distributed, CNO Approves Changes in Surface Warfare Officer Program, New CNO Fellow Named for Coming Year, CNO Stresses Role of Senior Petty Officers With Professional Expertise, Navy Bobsledders Win 8th North American Championship, Energy Conservation Teams To Survey Shore Facilities, Some Exchange Prices To Increase — But Will Still Save You Money, Women Members May Be Due Past Entitlements, Submarine Skipper's Wife Navy Wife of the Year .....

### Departments

From the Desk of MCPON .....	38
On the Scientific Front .....	46
Reunions .....	62
Navy Humor .....	63
Taffrail Talk .....	64

John A. Oudine, Editor

#### Associate Editors

John Coleman, News

Ann Hanabury, Research

Michael Tuffli, Art

E. L. Fast, Layout

WRITERS: JOC Marc Whetstone, USN; JO1 Tom Jansing, USN; Robert Neil, JO2 Jim Stovall, USN; RESEARCH: Edward Jenkins; ART AND LAYOUT: JO2 Dale Wagner, USN; DM2 Kenneth Cassidy, USN.

FRONT COVER: PR1 Gorick sets a dye marker as members of Antarctic Development Squadron Six (VXE 6), in a 20-man raft, undergo wet ditch training at Quonset Point, R. I. Photo by PH2 Robert W. Martin.

BACK COVER: Highlining from USS Douglas H. Fox (DD 779) to USS Papago (ATG 160) during Fleet gunnery exercises in the Atlantic Ocean. Photo by PH2 E. E. Phelps.

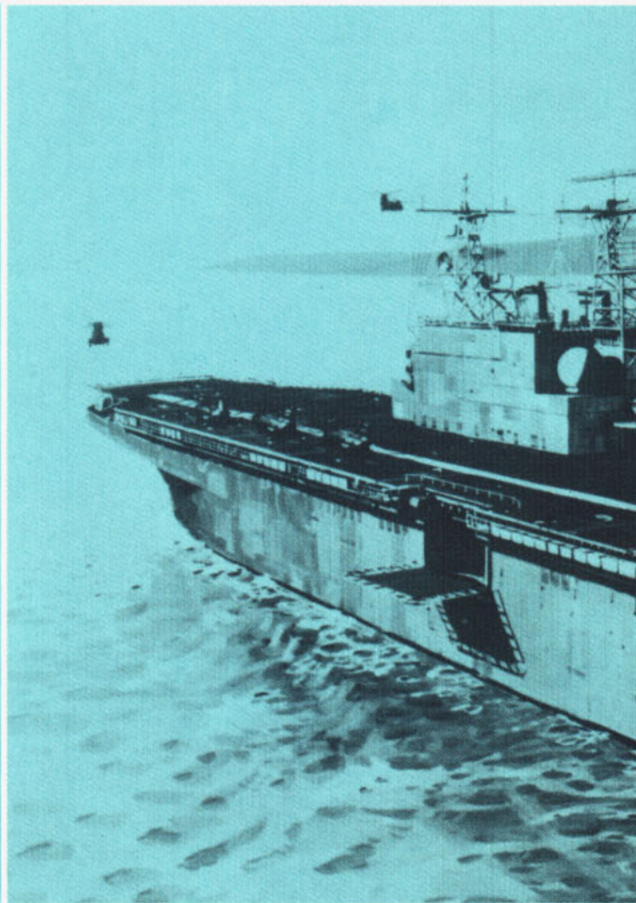
AT LEFT: CATAPULT CREWMEN aboard USS Constellation (CVA 64) bring an E-2B Hawkeye Airborne Early Warning aircraft onto catapult for launching. Photo by PH3 Ronald Reichwein.





# THE FLEET TODAY

Novel , New  
Tried and True



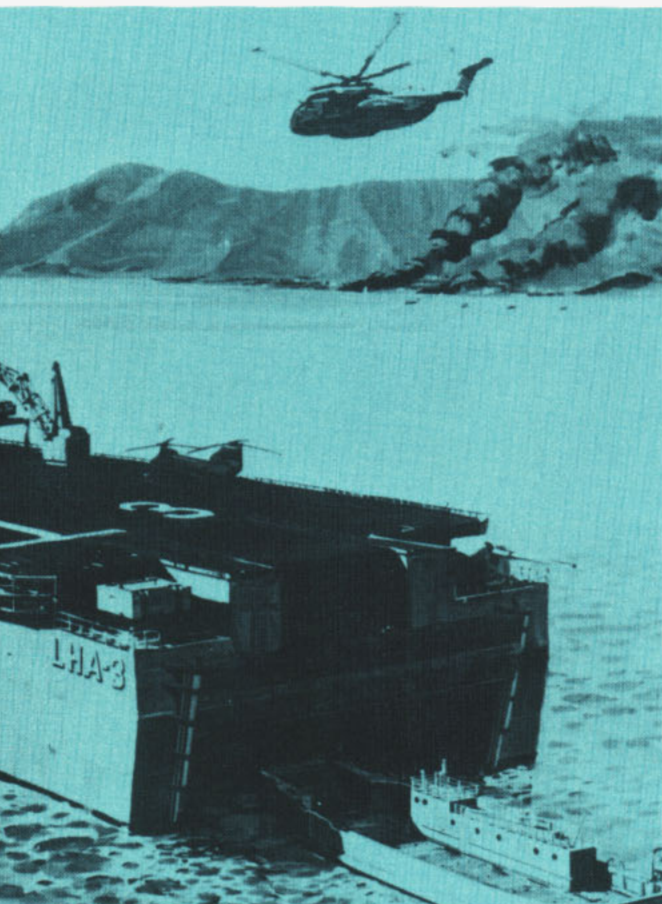
LHA — the first entirely new class of amphibious assault ship to join the Navy fleet in the past decade — will offer the Navy the largest and fastest amphibious ship in the inventory and the greatest operational versatility in the history of amphibious warfare. The first of these new ships, USS *Tarawa* (LHA 1) was launched late last year, and four more are under construction.

*Tarawa's* size alone is impressive. She is 820 feet long with a full-load displacement of 39,300 tons, making her one of the largest U. S. combat ships other than aircraft carriers. She can carry a Marine landing force along with all their equipment and supplies and land them ashore either by helicopter or amphibious landing craft, or both.

The ship is 106 feet wide, and the high point of her mast is 221 feet above the keel. When she was moved from her construction site to the shipyard's launching platform, she became the largest man-made object ever transported on land.

What the services call tactical integrity — getting a balanced force to the same point at the same time —





Above: Artist's conception of the Navy's new LHA.

is the primary advantage of these general purpose amphibious assault ships. All five of the LHAs are being built in Pascagoula, Miss., and have been designed to carry the Marines of a Battalion Landing Team, along with much of the supplies and equipment needed in an assault, and to land them ashore both by helicopter and amphibious landing craft.

Whether the landing force is involved in an armed conflict, acting as a deterrent force in an unfavorable political situation, or serving in any one of many possible humanitarian missions, the LHA will provide the most modern systems for carrying out its mission.

With almost autonomous capability in conducting the landing force operation, the LHA will carry the payload and perform the functions now requiring four separate amphibious force ships. She also has a full-length flight deck, stretching 820 feet, and a capability for transporting, maintaining and launching helicopters.

In addition to her full-length flight deck which can handle nine helicopters at once, the LHA has a large

• **The Fleet To Total 508 Ships by End of F Y 1975:** Fiscal year 1975 will see the Navy gaining 19 new ships through new construction and losing 22 through retirement, making the total force 508 ships by the end of the year. The additions to the fleet will include the nuclear-powered carrier USS Nimitz, the first three of the DD 963 class destroyers, three DEs, two DLGs from conversion, the DLGN South Carolina, the LHA Tarawa, two of the new PHM hydrofoil patrol boats, and six SSNs. Ships scheduled to retire include two cruisers, Newport News and Columbus; two DEs, Claude Jones and McMorris; three AOs, Mispillion, Severn and Waccamaw; two ADs, Yellowstone and Cascade; the AF, Denebola; the AFTs, Atakapa and Ute; the submarines Tigrone, Grayback, Tiru (see page 14) and Clamagore; and six MSOs, Engage, Enhance, Fearless, Fortify, Impervious and Inflict; all MSOs are going to the Naval Reserve force.

On this and the following pages are four samples of the "new" and the tried and true — Tarawa, Spruance, Hector and Tiru.

well deck in her stern — 78 feet wide and 268 feet long — partially split by a slip to launch and recover landing craft. There is berthing aboard LHA for the entire landing team and a hangar and storage space for transporting and maintaining all the helicopters, landing craft, trucks, tanks, artillery, ammunition and all other equipment and supplies necessary to fully support the landing team.

Since all the troops, supplies and equipment needed in the assault can be delivered ashore by a combination of means, the amphibious task force commander has almost unlimited versatility in planning the scope and size of the attack. The LHA's extensive communications and command and control systems, now permit the assault operation to be directed from one ship.

The LHA has an integrated tactical amphibious warfare data system controlled by computers, which keeps track of the position of troops, helicopters, vehicles and other cargo and landing craft after they leave the ship. It also tracks the position of designated targets ashore, determines whether targets ap-



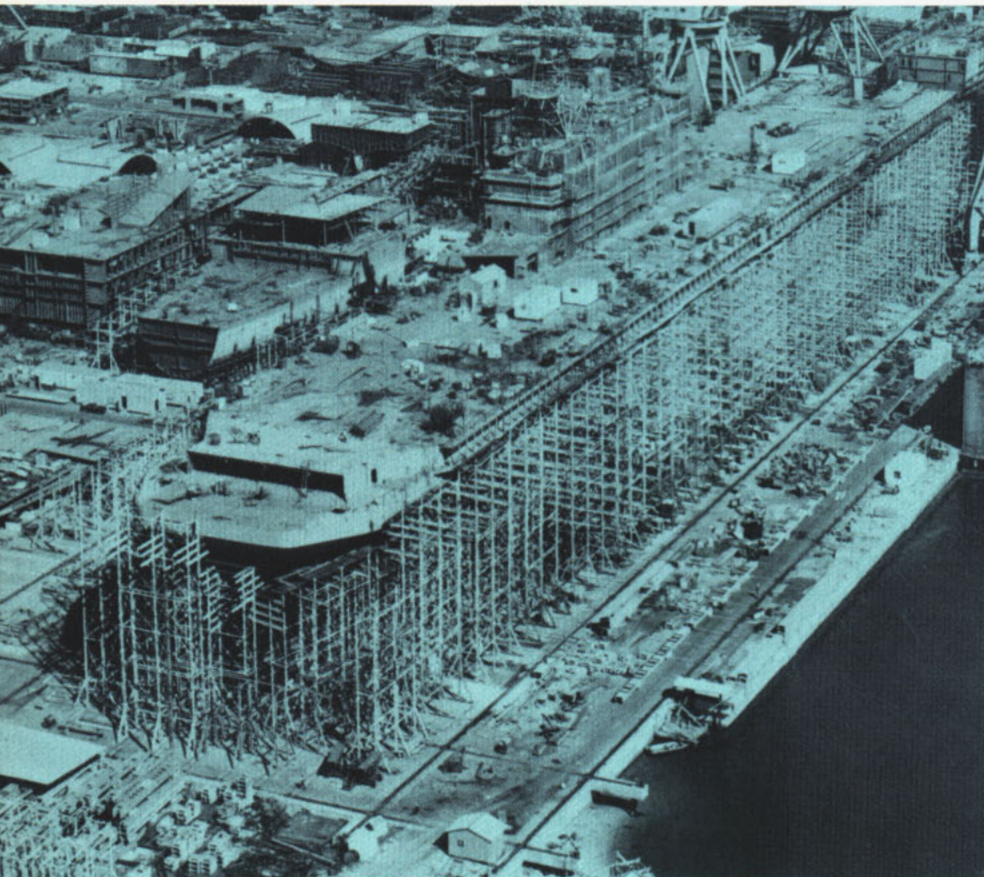
## THE FLEET TODAY

proaching the ship are friend or foe, and aims and fires the ship's guns and missiles.

With current information about targets available to the LHA at all times, the commander can direct the firing of missiles from support ships such as destroyers. Additionally, while Tactical Air Control is maintained by the TACC on board a carrier, helicopters will be controlled through a similar helo agency

with rifle and full pack to jump aboard a small boat in the open sea. And while the LHA offers vast improvements in moving men, the improvements in handling material add equally to the logistical advantages of the ship.

Supplies to accompany or support the landing team are palletized and stored below decks and transported to their proper deck by one of five cargo



aboard the amphibious assault ship.

Closely associated with this operation is the ship's communication data processing system. It employs computers to allow the LHA to process up to thousands of messages each day, distributing them to the proper message position in the communications center. All messages are recorded, logged and stored instantaneously. The equipment receives messages from 16 radio communications channels and both transmits and receives over 55 channels.

The most innovative system in the LHA, however, and the heart of the ship's operation, is the assault system. When the LHA goes to sea, troops who are assigned to helicopters will go from their quarters to the flight deck to board the waiting aircraft. Those boarding the landing craft go to the well deck and board boats before the well is flooded. With the LHA there is no requirement for transferring from a troop transport ship to a specialized helicopter carrier or landing craft dock and no climbing down a cargo net

elevators aboard the LHA. They are offloaded into assault craft and helicopters by special landing systems.

Helicopters are moved from the hangar deck by either the aft centerline elevator or the deck edge elevator. Trucks, jeeps and tanks are moved within the ship on ramps, some of which run from the first platform, one deck below the well deck, up to the flight deck. Vehicles can be stored below and driven either to the landing craft stored in the well deck or to the flight deck.

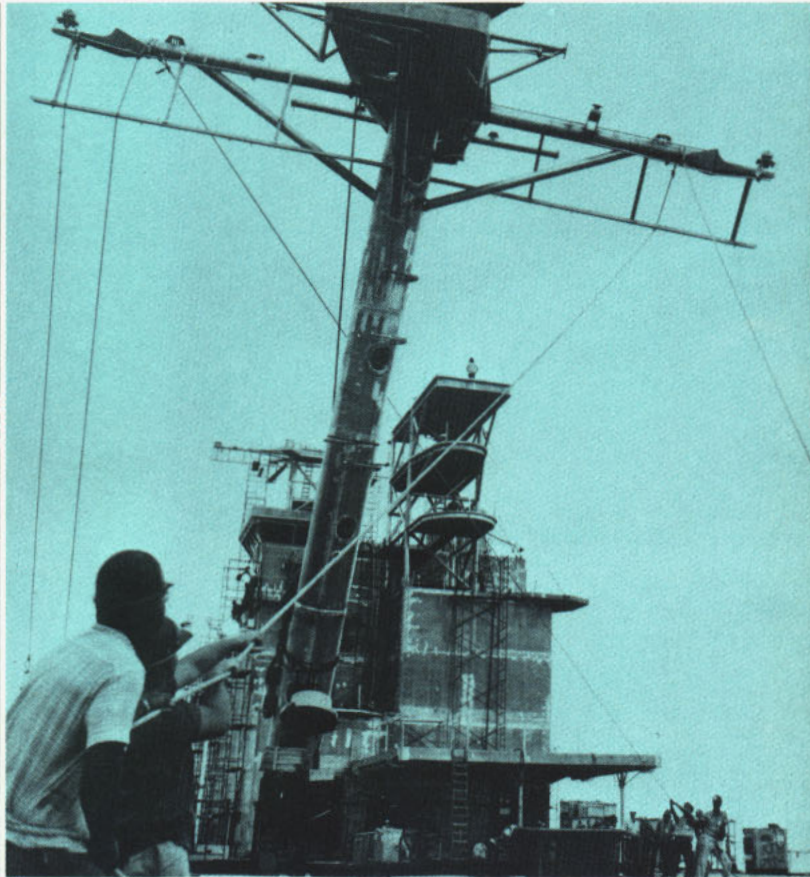
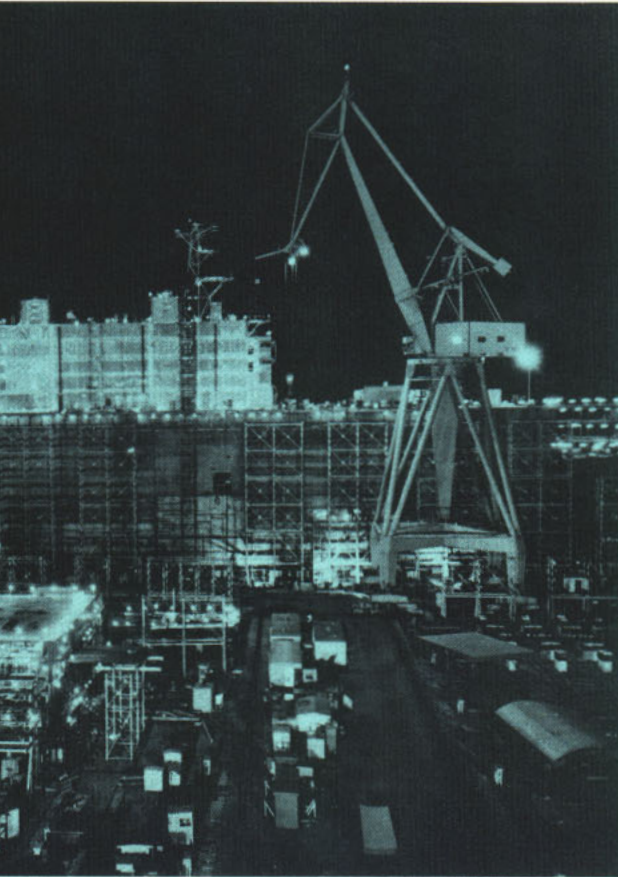
The well deck of the LHA provides plenty of maneuvering space for the landing craft. The ship can handle any size, including the 135-foot utility landing craft which is capable of transporting three tanks, and an ultimate capacity of 350 troops or 190 tons of equipment. The landing craft can be discharged and loaded while the LHA is underway. On their return to the ship, a unique, semiautomated linehandling system is used to help guide the craft into the well of



the amphibious ship for docking purposes.

Although the LHA is primarily a tactical vessel and will be with other ships in a convoy, she is capable of adding to the defense screen of the task force. With her greater than 20-knot speed she will be less susceptible to attack from enemy shipping. Her armament includes three new lightweight 5-inch/.54-caliber guns, and a defensive missile sys-

tem with an eight-missile launcher. The ship also has six 20-mm machine guns. The ship is designed and built from stem to stern, keel to mast, with people in mind. Careful consideration has been given to every detail concerning the health, safety, comfort and convenience of the men. The LHA is a large ship with a relatively small crew. To enable the crew and troops to concentrate on the principal mission of the ship, it is essential to incorporate a high degree of automation and many worksavers that would eliminate or greatly reduce the manhours expended in mundane housekeeping chores or painting, polishing, cleaning and fixing. The new LHAs have some 1400 compartments, plus flight and hangar decks with many helicopters and the largest boat harbor and multilevel vehicle garage afloat. The crew consists of hundreds of men who will work and live aboard, with a self-sufficiency capability for a considerable period of time. As one ship designed to do the job of four, the LHA



tem with an eight-missile launcher. The ship also has six 20-mm machine guns.

The ship is designed and built from stem to stern, keel to mast, with people in mind. Careful consideration has been given to every detail concerning the health, safety, comfort and convenience of the men.

The LHA is a large ship with a relatively small crew. To enable the crew and troops to concentrate on the principal mission of the ship, it is essential to incorporate a high degree of automation and many worksavers that would eliminate or greatly reduce the manhours expended in mundane housekeeping chores or painting, polishing, cleaning and fixing.

The new LHAs have some 1400 compartments, plus flight and hangar decks with many helicopters and the largest boat harbor and multilevel vehicle garage afloat. The crew consists of hundreds of men who will work and live aboard, with a self-sufficiency capability for a considerable period of time.

As one ship designed to do the job of four, the LHA

ship uses a sophisticated and well integrated cargo and personnel flow procedure to load and offload men, supplies and equipment in the fastest possible time.

Two key factors in this plan are a monorail cargo-carrying system operating overhead in the well deck and a deliberately redundant system of nine elevators, five for freight and cargo, two for helicopters and two more for personnel and combat casualties. Most cargo moved on the system will be unitized on pallets in one-ton units.

The LHA monorail has 11 trains, each with an operator and a carrying capability of two tons. A central dispatcher, located in a control tower atop the massive pier that bisects the well deck, routes rail traffic to and from the landing craft. Horizontal and vertical conveyors, in combination with elevators and forklift pallet transporters, take the cargo elsewhere in the ship and in or out of the helicopters.

To keep things moving and prevent traffic jams, the



## THE FLEET TODAY

LHA has a computer-controlled shipboard intercommunications system and closed-circuit TV.

In addition, there is the Man-on-the Move (MOM) communications system. This consists basically of short-range radio sets built into helmets, freeing a man's hands for working around the ship, yet allow him to keep in touch with up to 65 others through the six base stations.

largest marine boilers ever manufactured in the U.S., with freshwater condensers to match. These will provide all the water necessary for personnel needs. The ship is also pollution-conscious, using three sewage treatment plants for crew waste treatment and waste-holding tanks for troop use.

For easier upkeep, the LHA has a massive rustproof superstructure, vinyl sheathing bonded to



Mechanics will be right at home on the LHA, where they have complete repair shops for maintenance of helicopters, landing craft, trucks and other motorized equipment.

Operating a ship and maintaining its equipment is normally hot work, but personnel can keep cool in the LHA. The ship is equipped with 1200 tons of air-conditioning, a system large enough to control environmentally a 32-story office building or 500 average-sized homes. The ship's hospital, crew and troop quarters and many of the working areas are air-conditioned, but to keep the troops combat-ready, the ship also has a 5000-square-foot acclimatization room where temperature and humidity can simulate the climate where the troops will eventually be operating, assuring that troops will be ready to fight in different environments.

When the day's work is done, neither troops nor crew need worry about water restrictions for washing, drinking or other purposes. The LHA has the

lightweight aluminum honeycomb interior bulkheads that can be wiped clean with a damp cloth, vinyl tile or fireproof carpeting on most decks and protective nontoxic paints that resist rust, corrosion and wear.

Even more important than personnel comfort and convenience is safety. Along with flame-resistant fabrics and other materials, the LHA has added a dimension of safety with an extensive fire and damage control system.

New colors, patterns, materials and floor plans have been developed and harmonized to add to the pleasure of eating, sleeping, and relaxing after working hours.

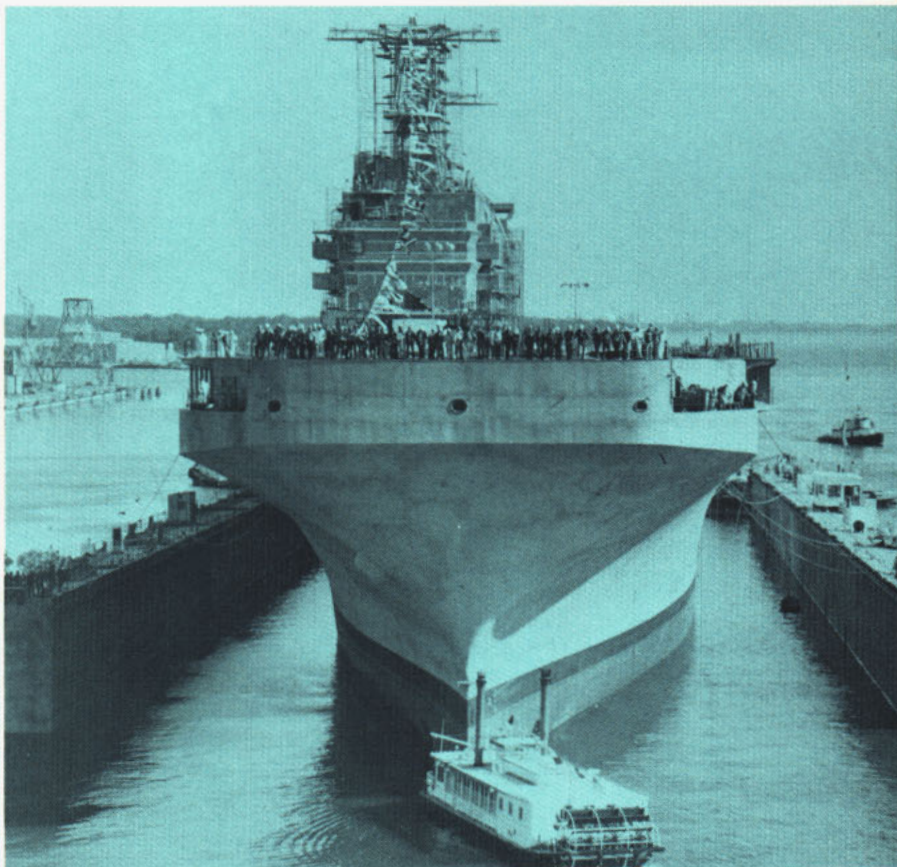
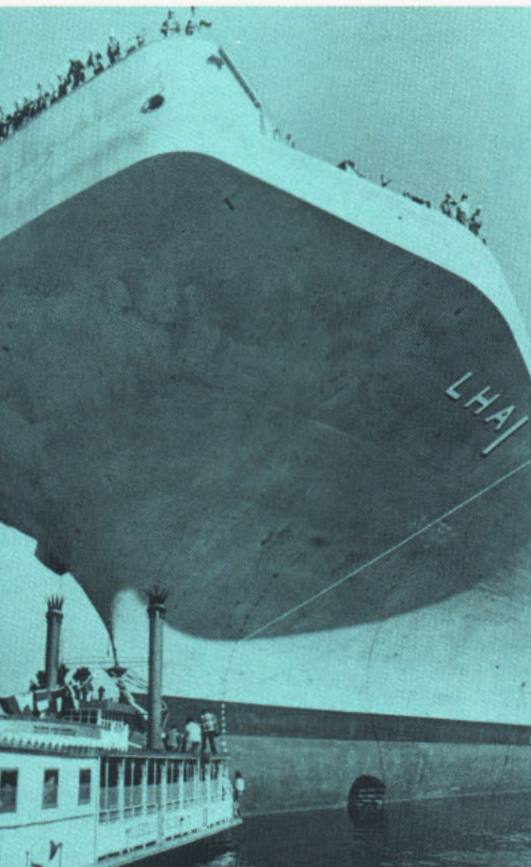
The most up-to-date food handling and catering devices are provided in both cafeteria-style and dining room facilities. There are recreation rooms with television, newspapers and magazines. The ship has a hobby shop with a photo lab, plus a library, barber-shop, post office, snack and ice cream bars, small



general store and vending machines.

The mission of the LHA is twofold: combat and humanitarian. The combat function has been fully explained, but it may be that the humanitarian function will prove the most important in the long run. "The U. S. Navy's errands of mercy have saved more lives than its guns have ever destroyed," the late Admiral Chester W. Nimitz once said. The new

facility in the ship includes two main operating rooms and two emergency operating rooms, two X-ray rooms, a blood bank, laboratories and wards. In addition, there are medical emergency stations located throughout the ship. There are also three dental operating rooms, a pharmacy, a physiotherapy room, sterilizer room and postoperative, recuperation and isolation wards.



LHAs will be better suited to carry out these errands than any other ship in the Navy.

Whether it's a typhoon in the Republic of the Philippines, earthquakes in Nicaragua or a hurricane along a U. S. coast, the LHA will have the capacity of providing transportation, food, water, clothing, shelter, medical care and communications to victims of disasters.

The LHA is designed with extensive hospital facilities and berthing spaces; she carries helicopters, trucks and jeeps, and many days' food and other supplies and equipment. With their 20-knot speed, LHAs can steam quickly to any disaster scene where their helicopters and landing craft can shuttle aid and comfort between ship and shore.

Medical and dental facilities designed aboard the LHA are capable of providing intensive medical assistance to 300 casualties, more extensive than any other ship operating with the Fleet, with the exception of hospital ships themselves. The major medical

In a disaster operation, the vast communications systems aboard an LHA could become the rescue command post. From here a command can direct rescue operations and maintain communications with the personnel ashore.

The LHA has a tremendous electrical power system with the ability to meet requirements equivalent to those of a small town, and she has the capacity to create enough fresh water each day to supply the normal needs of 6000 people.

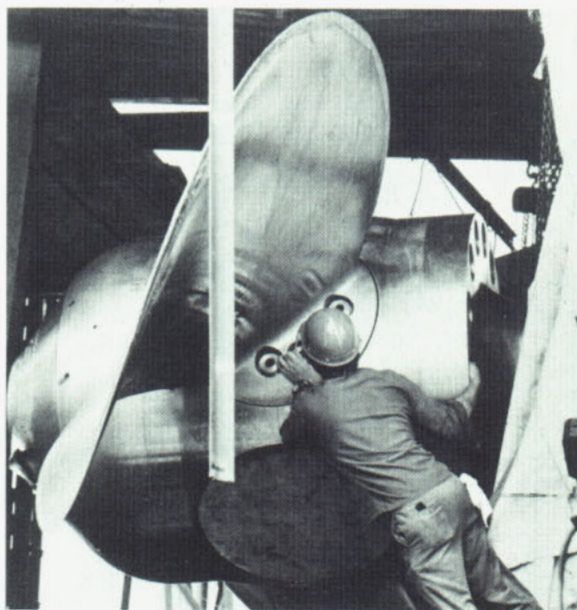
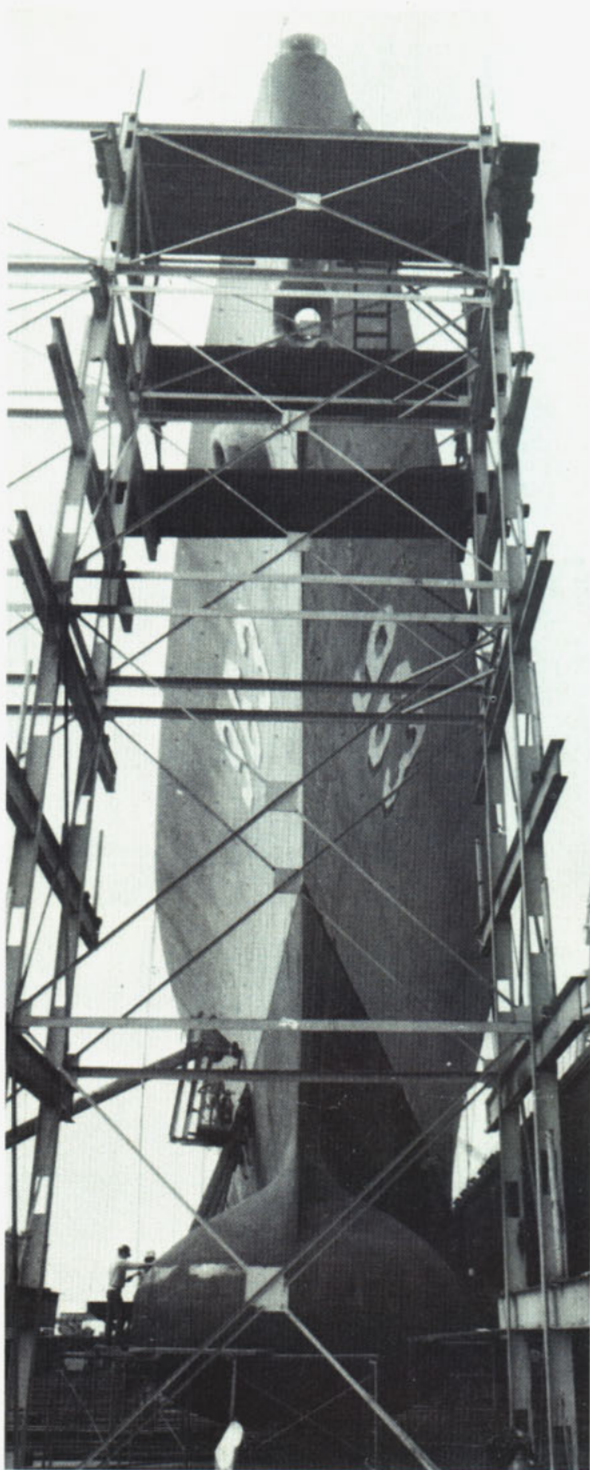
With her vast facilities the LHA can offer the homeless victims of natural disasters temporary shelter, hot food and comfort. And the ship has the capacity to remain in the area for a significant length of time or until communications and vital supply lines are restored.

The new LHA is truly a remarkable ship. When the four others which are now under construction join *Tarawa* in the Fleet, the U. S. Navy will gain a unique capability at sea.

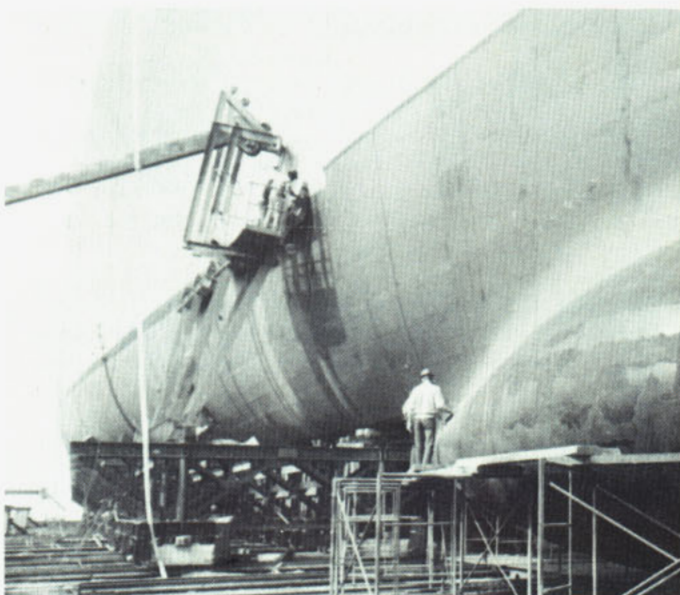


THE FLEET TODAY

# USS SPRUANCE



USS Spruance (DD 963), nearing launching date, receives final attention from shipyard workers.





USS *Spruance* (DD 963), as a television ad might say, is not just another ship — and she's not even just another destroyer. Rather, she is the first of a new fleet of multimission ships which will combine most of the capabilities of previous destroyers with some innovations all their own.

The 563-foot ship, will be skippered by Commander Raymond J. Harbrecht, USN. Primarily an antisubmarine weapon system, she is 150 feet longer than the latest class of destroyer now in the fleet and with a speed in excess of 30 knots will be among the fastest Navy ships afloat. The *Spruance*-class destroyer has a 55-foot beam and a draft of 29 feet. With a full-load displacement of approximately 7800 tons, *Spruance* has more than twice the displacement of World War II destroyers.

Ships of this class are powered by four marine gas turbine engines, each developing 20,000 horsepower. They have two controllable pitch propellers which allow a high degree of maneuverability and can be tuned for varying degrees of economy, speed and silent running.

In addition to antisubmarine warfare, the destroyers can be assigned to bombard shore positions, support amphibious assaults, escort military and merchant ship convoys, perform surveillance and trailing of hostile surface ships, establish blockades and undertake search and rescue operations.

Another seven ships like *Spruance* are already in production. Keels for all have already been laid, marking the start of erection and assembly of previously fabricated steel. *Spruance* is named in honor of Admiral Raymond A. Spruance, the World War II naval commander whose forces turned back a vastly superior Japanese invading armada during the battle of Midway. Two years later, during the invasion of Saipan in the Marianas Islands, forces again under *Spruance*'s command shattered the Japanese naval

air force in the famous Mariana's "Turkey Shoot."

The heart of the *Spruance* class destroyer — its submarine surveillance gear — is located in a large, bulbous dome below the waterline of the ship's bow. This long-range hearing device, a key element of the ship's tactical data system, is the most advanced surface ship sonar operational in the Navy today. It is designed to detect, identify and track multiple targets.

With its higher power and improved signal processing *Spruance* will have several advantages over more conventional systems including longer range, greater depth penetration, and the ability to search more rapidly large ocean areas for enemy submarines. The multimission destroyers will be the Navy's first major combatant ships to have sonar linked directly to digital computers, thus increasing the swift, accurate processing of target information.

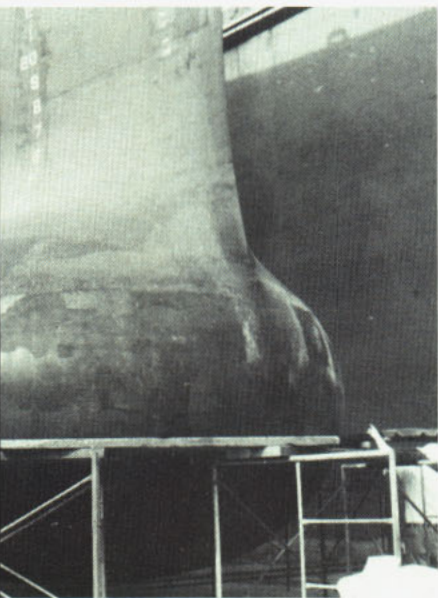
Other sensing equipment aboard *Spruance* includes the weapons fire control system which electronically aims and fires the ship's weapons, the surface and air search radars, and the electronic detection and tracking systems. These systems will use five general purpose, high performance, digital computers for high reliability and fast processing. Connected to these computers are digital display systems visually portraying the information gathered by radar and other sensors to the combatant team.

The tactical data system can assess a potential threat, assign and control various weapons, and automatically perform other combat functions for an individual ship or the entire combatant force. An important part of this procedure is the antisubmarine warfare (ASW) weapons control system which will process, store and display target data and automatically control several of the ship's ASW weapons.

For their global operations, the new destroyers will be capable of navigation by satellites. Using data transmitted continually from the Navy Navigation Satellite System, a shipboard computer system will automatically solve worldwide navigation and position fixing problems to an extremely accurate degree, 24 hours a day regardless of weather. It will also update the output and check the accuracy of the other ship navigation equipment, including speed logs, gyro compasses and radio navigation aids.

Armament on the basic ship now under construction consists of two 5-in./54-caliber guns, an *Asroc* launching group, torpedo tubes and either two UH-2 helicopters or one SH-3D helicopter.

The Mark 45, lightweight 5-inch gun, which is aimed and fired electronically, is a new weapon. Fully automatic, it weighs one-third as much as comparable gun mounts in the fleet, yet requires only one-third of the usual number of men to operate. It fires a projectile more than 20,000 yards (more than 11 miles) against air and surface targets and has a rapid fire rate of 20 rounds per minute. The weapon requires no personnel in the mount during firing, as the entire operation is controlled from a remote station below decks. The *Spruance*-class destroyer will





## THE FLEET TODAY

be one of the first ships in the Navy to use this gun.

A bow-mounted *Asroc* launching group fires anti-submarine missiles which have either a depth charge or a homing torpedo as a payload. Torpedo tubes in a three-barrel configuration, mounted port and starboard inside the ship, will be fired through a sliding hatch door. This system has an automatic firing system operated by remote control from the combat information center, and a semiautomatic handling and loading system.

The basic ship also has space available for 20-mm gatling guns and chaff launchers. The new gatling, unlike its 19th century predecessor, is a fully automatic loading and extremely fast firing system intended

first true destroyer.

Tying her to today's navy, this progenitor of the multimission, advanced *Spruance*-class ship, was the first command of Admiral Raymond A. Spruance. *Bainbridge* was 250 feet long, with a full-load displacement of 590 tons, and powered by reciprocating engines. She carried several deck guns, but her main weapon was the torpedo. Small, light and fast, she was built to operate primarily in sheltered waters rather than on the open seas.

As other missions and technology developed, particularly the destroyer's role against enemy submarines, our destroyers grew in size, sophistication and capability.



for close-in defense against surface and air attacks. A chaff launcher is an antiship missile defense system dispensing chaff particles into the atmosphere for guided missile target decoy. The ship is designed to allow replacement with accuracy of updated weapons and electronic system if requirements dictate. For example, the ship is designed to enable replacement of the forward 5-inch gun with an automatic 8-inch, .55-caliber gun. Missile, decoy and torpedo systems can also be updated. If future Navy missions require it, the *Spruance*-class armament could include two missile launching systems carrying more than 100 missiles, two guns with advanced firing control systems, and several advanced ASW torpedo and decoy systems.

*Spruance* is the latest of a proud American destroyer tradition—some two dozen *classes* of destroyers have preceded her. At the turn of the century the United States designed a ship with superior fire power and speed to counter the growing threat from swift, enemy torpedo boats. This was USS *Bainbridge* (DD1), commissioned on 11 Nov 1902, as the Navy's





*Spruance's* main mission is still to fight torpedo-carrying ships, however. But in addition there are enemy missile and supersonic aircraft, and the torpedo-carrying ships which traveled on the surface during *Bainbridge's* day are now sophisticated, nuclear-powered submarines which have to be found before they can be attacked.

Destroyers evolved as submarine hunters in World War I. The first U. S. destroyers to sink an enemy submarine were SS *Fanning* (DD 37) and *Nicholson* (DD 52), a new breed developed during that war called "four piper" because of their four smokestacks. Long, lean, with a low silhouette and decks near the water level, they were also known as the "flush decker."

Sub hunting during World War I was done with unsophisticated tactics and weapons, and triumphs were achieved through trial and error. Perhaps the destroyers' greatest contribution to victory was the role of convoy escorts for troops, food, munitions and other supplies to the battlefield and our allies. Of the two million men transported to Europe for General Pershing's army, not a single soldier was lost to enemy action en route while under U. S. Navy escort.

After the armistice, the Navy was drastically reduced in size and no new destroyers were commissioned for more than 12 years, but improvements were continually incorporated into the old ships until they became known as the "gold platers."

It was during World War II that destroyers came into their own and that destroyer escorts were developed to convoy merchant ships and free the larger destroyers for combat duty with fast carrier task forces. The Germans were the first to use destroyers as a sort of floating field artillery when they brought

their "tin cans" close to the shore and wiped out a British beachhead in Norway. The U. S. learned from this and later had no less than 50 destroyers concentrated in an area of under 20 miles, pounding the beaches during the invasion of southern France.

This close-in fire support which was also used so effectively in the island-hopping invasion campaigns of the Pacific did not excuse the versatile tin cans from their more orthodox wartime jobs. There was still plenty to do in minesweeping, convoying, scrapping with enemy subs, beating off air attacks, scouting, landing frogmen, providing smoke screens, serving as combat troop transports, carrying mail and freight, working as radar picket ships, and rescuing downed airmen.

For example, in a classic slugfest off Samar, three U. S. destroyers with four escorts were convoying six small aircraft carriers. They were virtually surrounded by four Japanese battleships—including the monstrous *Yamato* with 18-inch guns along with eight cruisers and 11 destroyers. Though outweighed and outgunned, the small U. S. force was not outfought. After laying down a smoke screen to enable most of the American carriers to escape, the destroyers turned to attack the mighty enemy armada. They charged the battleships, expending their last torpedoes as two destroyers and one escort died in the defensive effort.

Again, at Okinawa, they bore the full brunt of the kamikaze attacks. While screening the landing force, 88 destroyers and 30 escort vessels were sunk or damaged. *Laffey* (DD724) was attacked by a total of 22 Japanese planes; her crew shot down nine, but eight crashed the ship in suicides dives. Miraculously, the ship survived the assault.

On the other side of the world, in the North Atlantic during one of the strangest incidents of the war, a small aircraft carrier with an escort of four DEs forced the *U-505* to the surface and captured the German submarine intact.

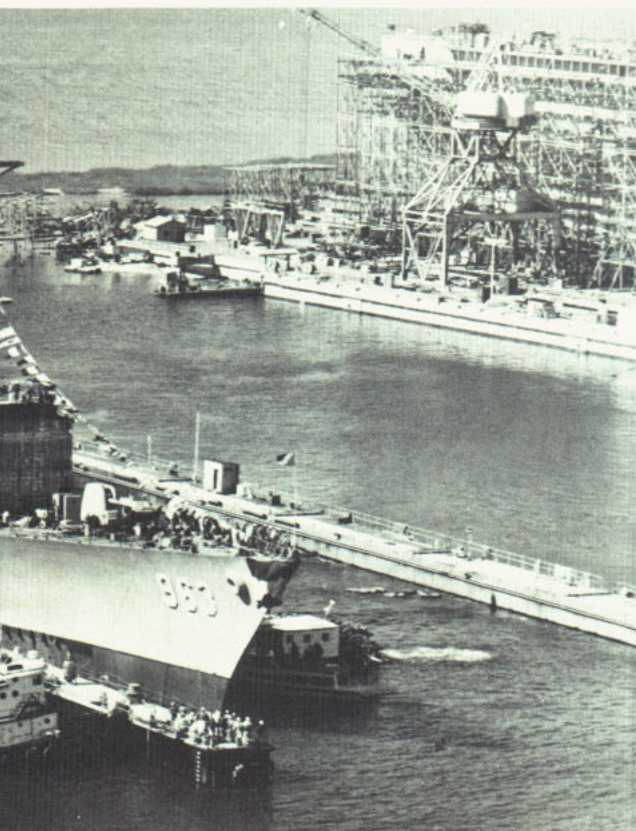
*USS England* (DD 635) reaped her measure of fame and glory by sinking six Japanese submarines in a period of only 12 days. For these and other notable instances of extraordinary heroism in action during World War II, the DDs and DEs were awarded 50 Presidential Unit Citations.

The Korean conflict found destroyers once again carrying out a wide variety of assignments. With no enemy submarines and very few enemy aircraft to contend with, the destroyers' chief role was providing an indispensable screen for carrier task force air operations, gunfire support for ground forces and the shore bombardment of trains, truck convoys and coast artillery installations.

Destroyers furnished similar support during the Vietnam era. In the interim, they assisted in numerous mercy missions to foreign civilian populations hard hit by natural disasters and have participated in the space program.

— JO2 Jim Stovall

Below: *USS Spruance* during the launching. Left: Mrs. Raymond A. *Spruance* christens the destroyer as ADM E. R. Zumwalt, Jr., looks on.





THE FLEET TODAY

# USS HECTOR





USS *Hector* (AR 7) has been on the job 30 years as of last February. A person who has worked that long usually is ready for retirement, but *Hector* is still going strong.

*Hector* was constructed and outfitted at Los Angeles. She was one of the ARs built to fill a need which developed early in World War II for mobile repair units to support ships in or near disputed waters. Regular repair bases behind the battle lines at that time just weren't capable of supporting the ships which then blanketed the Pacific.

In June 1944, only four months after commissioning, *Hector* was at her first war station at Eniwetok in the Marshall Islands. She also saw service at Ulithi Atoll in the Carolines where she remained for six months awaiting the assault on Japan's mainland. With the surrender *Hector* steamed toward the

Philippines and later to the Marianas Islands where she was serving the Fleet at the end of the Pacific war.

But there was little rest for *Hector*. When the Korean conflict flared, her services were again needed and she arrived in Japan in September 1950. Throughout the hostilities, she was wherever there was a need for her services — Yokosuka, Sasebo, Inchon, Pusan. It wasn't until November 1952 that she returned home.

From then on, *Hector's* deployments were to Far Eastern waters and several covered extended periods of repair service to units in South Vietnam. She also served as flagship for Commander Service Group Three and ComServGru One.

*Hector* was awarded the Battle Efficiency "E" in both 1972 and 1973 as best of her type. During her 1972 deployment, she earned SecNav's Meritorious Unit Commendation.

Here are some interesting facts and statistics:

- Commissioned: 7 Feb 1944; Displacement: 16,344 tons; Length: 530 feet; Beam: 73 feet; Draft: 22 feet; Speed: 19 knots.

- *Hector*, for whom the ship was named, was the greatest of the Trojan warriors. He was the Trojan hero in Homer's "Iliad" and was a major figure in the plays of Aeschylus and other Greek poets and dramatists. He was the son of King Priam, King of Troy.

- *Hector's* dual mission is: (1) to move with the Fleet during wartime to any part of the ocean and, (2) in the war zone to repair damage to the hulls, machinery and equipment of other warships.

- In order to operate with the Fleet, *Hector* is fitted with radar, guns, radio communication equipment, a 12,000-horsepower main propulsion system and the hundreds of other items of equipment common to all large warships.

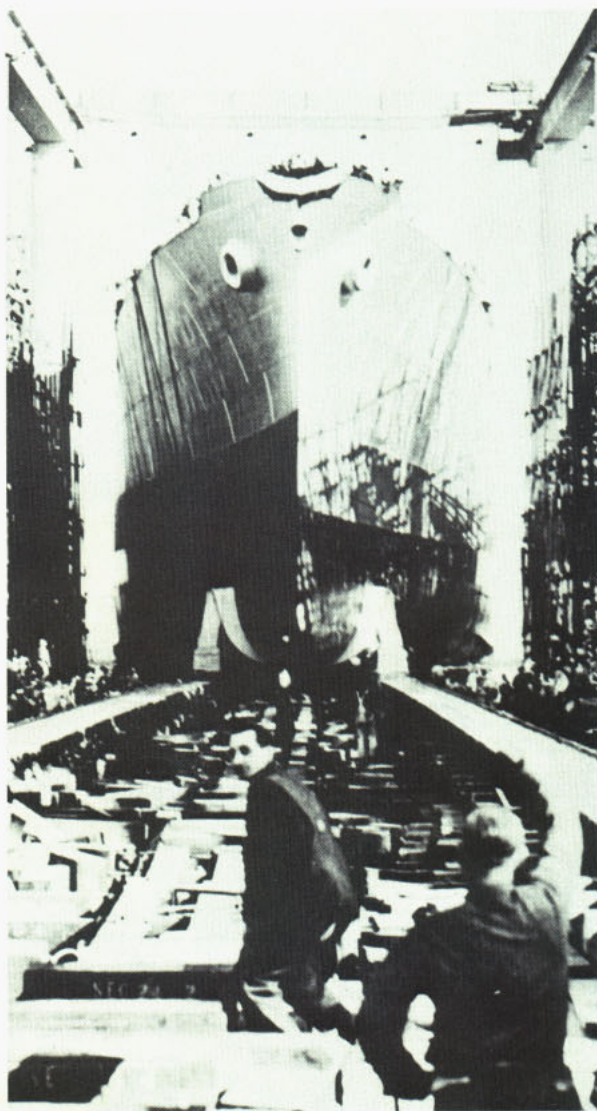
- The ship is also fitted with many heavy industrial tools and a large supply of repair parts for other ships. The crew is trained and ready to operate *Hector* either as a warship or as a floating shipyard.

- She is ready on the instant to repair almost any equipment or part of any ship in the extremely complex U.S. Pacific Fleet or to give a good account of herself in battle. *Hector* has done so in the campaigns in the Marshall Islands, the Carolines, the Philippines, Marianas, and in Korea.

- In peacetime, *Hector* continues to repair assigned ships of the U.S. Pacific Fleet, and completes approximately 10,000 jobs per year with a total value of \$3 million and 30,000 man-days a year.

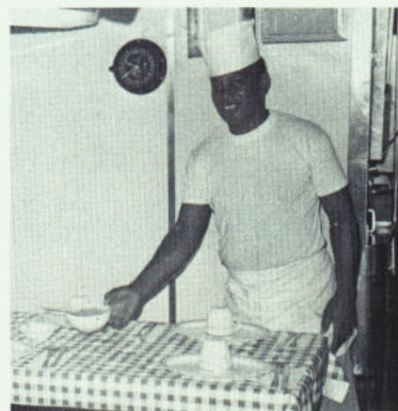
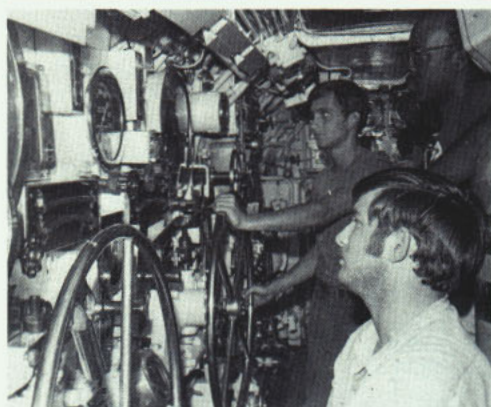
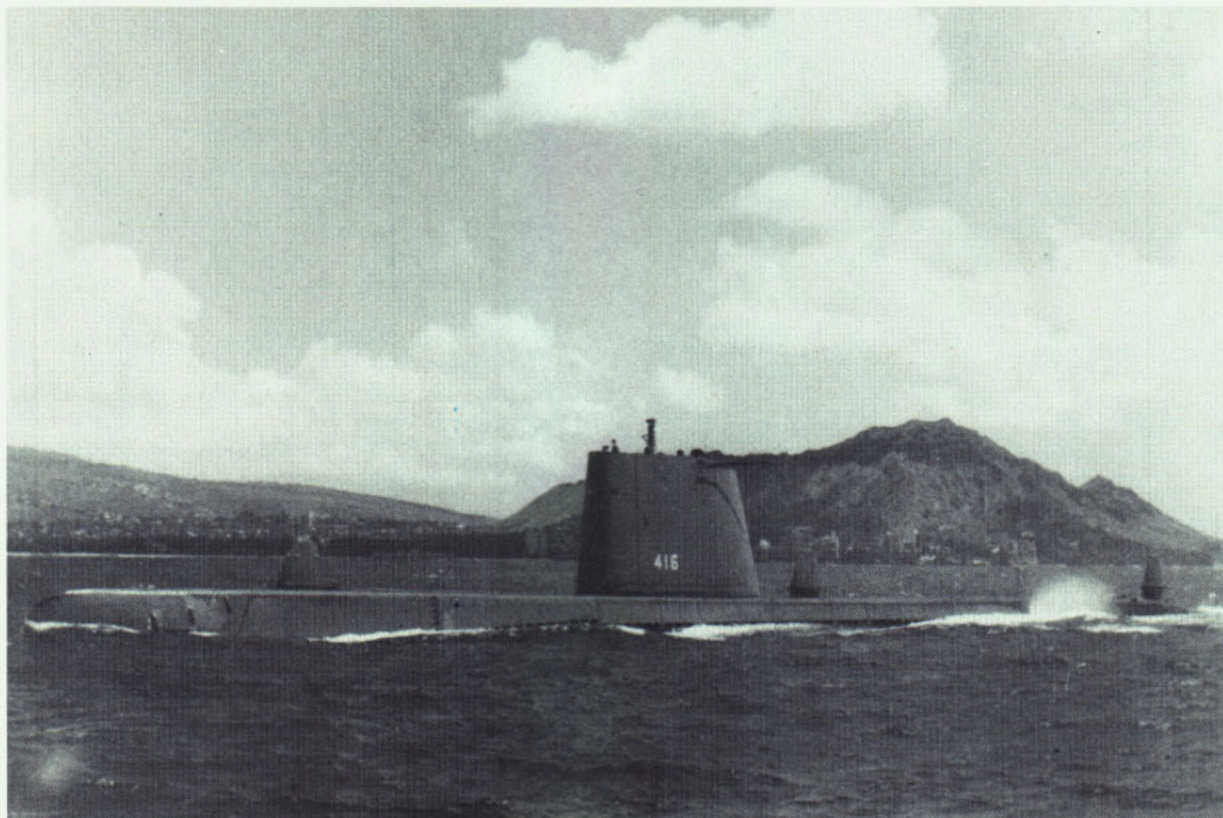
During war or peace, *Hector* is an important element of the Service Force, U.S. Pacific Fleet.

When *Hector's* crewmembers celebrated their ship's 30th birthday, they were on their way home from another long deployment in the Far East. They still personify their ship's motto, "Through work, victory." *Hector* is truly a Navy veteran.





# USS TIRU



Top: USS Tiru (SS 416). Above: Submerging to periscope depth. Right: Watching the controls during a diving evolution. Far right: Wardroom pantry and crew's mess.



The average age of this ship's crew is less than her own — but she has been performing in a way that wins "E" awards. That's USS *Tiru* (SS 416). Soon she'll be leaving the Regular Navy after a long and proud career in the underseas service (see page 3).

She celebrated her silver anniversary last year, while fulfilling the same important role in our country's defense that she did when commissioned as one of America's earliest GUPPY snorkel submarines on 1 Sep 1948. Since that date *Tiru* has been credited with a number of Navy "firsts."

Originally authorized as a *Sandlance* type fleet submarine in April 1944, *Tiru* was left on the building ways at the conclusion of World War II. Incorporating the knowledge gained from wartime operations (and captured German design and records), she was reconfigured as an early GUPPY (for Greater Underwater Propulsion Power) class submarine. Commissioned with one of the first U.S. snorkel systems, *Tiru* was capable of using her diesel engines to operate while submerged.

In June 1950, *Tiru* established a name for herself in underwater endurance by completing a snorkel transit from Pearl Harbor to San Diego. In that era such a capability was a significant accomplishment.

In 1959 she underwent the first Fleet Rehabilitation and Modernization (FRAM) overhaul at Pearl Harbor Naval Shipyard, Hawaii. During that overhaul she was cut in two; the length of her hull was increased by 12 feet and her conning tower by five feet; increased berthing space was added; newer and more sophisticated electronic equipment was installed; all machinery and piping systems were renewed; and the Navy's first plastic submarine sail and superstructure were installed.

So inclusive was her modernization that upon completion of the overhaul she was redesignated as the first GUPPY III class submarine. In 1963, she was

fitted with the PUFFS passive sonar ranging equipment, providing an ASW capability which even today gives her a tactical advantage.

Serving primarily in the Pacific Fleet until 1970, *Tiru* completed 11 major deployments to the western Pacific, including service in both Korean and South Vietnamese waters. She joined the Atlantic Fleet in August 1970. Since then she has completed one Mediterranean deployment.

As with every ship in our Navy, it is the personnel who serve aboard *Tiru* who provide her unique identity and personality. Perhaps it is the fact that the average age of her 74 enlisted men and nine officers is less than her own that keeps her vitality strong. It might be because her crew represents 28 different states; her officers were graduated from nine different universities; and her crew is well represented by two racial groups, responding to the programs of equal opportunity.

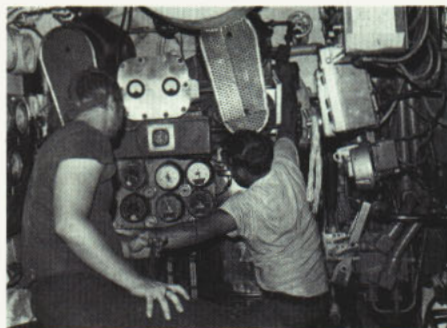
Whatever the reason, the men of *Tiru* in her 26th year, as throughout her spirited history, are proud of the way they represent their shipmates in the "silent service." And *Tiru* herself has served the Fleet well — a proud ship, fitted with modern fire control and electronics equipment, and some of the latest in habitability "accoutrements."

*Tiru*, now serving with Submarine Squadron Four in Charleston, S.C., was awarded both the Torpedo Fire Control "E" and the Battle Efficiency "E" for fiscal year 1973.

Earlier this year, Commander Richard E. Meese, USN, turned over the command of USS *Tiru* to Lieutenant Commander Donald G. Cleveland, USN, in a "brief but impressive" ceremony. It must also have been a moving ceremony to members of the crew. *Tiru* is scheduled to leave the Regular Fleet by the end of fiscal year 1975.

— Photos by LT T. E. Scott, USNR.

Below: Educational officer provides guidance for future planning. Right: Crewmen manning controls. Far right: Loading mines for forthcoming exercise.







# ***Navy with an INTERNATIONAL***







# FLAVOR



**CINCSOUTH:**

## **A MULTINATION MILITARY BAND**

The band attached to the staff of the Commander in Chief, Allied Forces Southern Europe (CINCSOUTH) has acquired an international beat. Performing with the formerly all-U. S. Navy band are three Italian military men, four of the Women's Royal Navy Services (WRNS) and a U. S. Air Force female vocalist. Additional nationalities will join the band later.

"We hope to acquire three Greek and three Turkish musicians in the near future," said band leader Senior Chief Musician Arthur D. Jacobus. "Our aim is an all-international band by the end of this year."

Joining the unit recently were Italian Air Force

Mareciallo Luigi Milani who plays the flute; Italian Navy Capo 3rd Class Guiseppe Donnarumma, clarinetist, and saxophone player Sergente Maggiore Angelo Dinapoli of the Italian Army. Before coming to Allied Forces Southern Europe (AFSOUTH), each played with national Italian unit bands. Milani per-

Top of page: Flags (1 to r: U.S., Australia, Greece, United Kingdom, and Canada) of countries involved with our fleet in various activities that truly give the look of a navy with an international flavor. Far left: Royal Navy women performing for the CINCSOUTH band. Left: Playing the baritone is MU1 Kenneth Davenport, USN, during a recent concert.





Members of the CINCSOUTH Band: clarinetists MU2 Harold Klingaman, USN, and Italian Navy Capo Third Class Giuseppe Donnarumma (left), flutists Italian Air Force Maresciallo Luigi Milano and MU2 Tom Russell, USN (top), and saxophonists Italian Army Sergente Maggiore Angelo Dinapoli and MU2 Robert Streitfield, USN (above). Right: GMTC Jessie Sepeda stands before Admiral Pickford of the Canadian Armed Forces.

formed at Caserma Romagnoli, Rome: Donnarumma was at Tarata; and Dinapoli was with the Army Band in Rome.

Although not officially assigned to the CINCSOUTH Band on a full-time basis, the WRNS march, and play drums and cymbals with the group during honor ceremonies and on special occasions. They are administrative specialists at the Naples headquarters and they volunteered to perform with the band last fall.

"They came to the band with little or no musical background," said Chief Jacobus. "Musician 3rd Class Kevin Goodman, a percussion major, volunteered to teach the girls to play drums and cymbals."

The WRNS made their first public appearance recently during the CINCSOUTH change of command ceremony at Naples.

Similarly, the U. S. Air Force vocalist, Sergeant Betty Isaacs, is not assigned full time; she is an administrative specialist working with AFSOUTH. Whenever possible she sings with the band at concerts, dinners and special occasions. Although she has no formal training, she was runner-up in last

year's U. S. Air Force World Wide Talent Contest.

Recently the band completed a tour that took them from Naples to Athens, to Izmir and Palermo, and on to Siracusa in Sicily. Often referred to as the "Southern Region Ambassadors," the band has made numerous public appearances throughout the region, playing for holiday and national celebrations.

Students, too, from the U. S. dependents' high school in Naples are involved in a "student workshop" program. They are interested in furthering their musical background and they receive daily instruction from band members.

"The workshop program not only gives the students musical instruction but provides them an opportunity to perform with a professional band," said Jacobus.

Concerning the band's international theme, Jacobus said, "We hope to have the other foreign musicians with us soon. This will truly add to our aim of an international band concept and it will show that CINCSOUTH's band, like the rest of NATO, is not just a U. S. Band. It's a combined force from all allied nations working together."





## **Chief Gunner's Mate Sepeda Joins PEP:**

# **SERVING ON HER MAJESTY'S CANADIAN SHIP**

"Her Majesty's Canadian Ship" is an impressive title, especially to Americans unaccustomed to the trappings of royalty. But, it has become a familiarity to U.S. Navy Chief Petty Officer Jessie M. Sepeda — for the past year and a half, he has been serving with the Canadian Armed Forces. GMTC Sepeda is taking part in the Personnel Exchange Program (PEP) aboard Her Majesty's Canadian Ship (HMCS) *Gatineau*, a destroyer out of Victoria, B.C.

Chief Sepeda began his Canadian tour as a PO1 maintaining the ship's *Asroc* weapons system. Since then, he received notification of promotion to chief petty officer and has assumed duties as *Asroc* maintenance supervisor in *Gatineau*. This job gives him the responsibility of overseeing all work performed by the technicians and operators.

"There is not a trace of envy among the Canadian *Asroc* crew because of Chief Sepeda's new position," said Lieutenant T.W. Gossen, *Gatineau's* Weapons Officer. "This is because he is extremely popular with his messmates and well liked by other personnel. In very large part this is due to his personal diplomacy and tact."

On his duty days in port, when he's not coddling

his *Asroc*, Chief Sepeda serves as the duty coxswain. In this role, a job similar to our master-at-arms, he is directly responsible to the officer of the day for all regulatory and disciplinary matters in the ship.

Lieutenant Commander J. C. Slade, *Gatineau's* commanding officer, spoke highly of the chief in a letter to ALL HANDS when he said, "Chief Sepeda has proven himself to be a valuable and popular member of the ship's company."

It appears the chief is making the most of his PEP tour and enjoying it immensely.

He joined the Navy in 1958 at Albuquerque, N.M. Following boot camp, he was assigned to NAS Atsugi, Japan. He then went to USS *Isle Royal* (AD 29); the U.S. Magazine, Guam; the *Polaris* Missile Facility, Pacific, at Bangor, Wash.; USS *Holland* (AS 32) in Charleston, S.C.; and Mobile Construction Battalion Five at Port Hueneme, Calif.

His most recent assignment before reporting on board *Gatineau* was as an instructor at the Defense Nuclear Weapons School, Kirtland AFB, N.M. There, with officers, enlisted men and civilian employees as students, he taught familiarization, maintenance, storage, inspection, testing, modification and packag-







ing of nuclear weapons.

Chief Sepeda is a graduate of the GMT "A" schools at Great Lakes and Sandia Base, N.M.; the Fleet ASW School, San Diego and the U.S. Naval Guided Missile School, Dam Neck, Va.

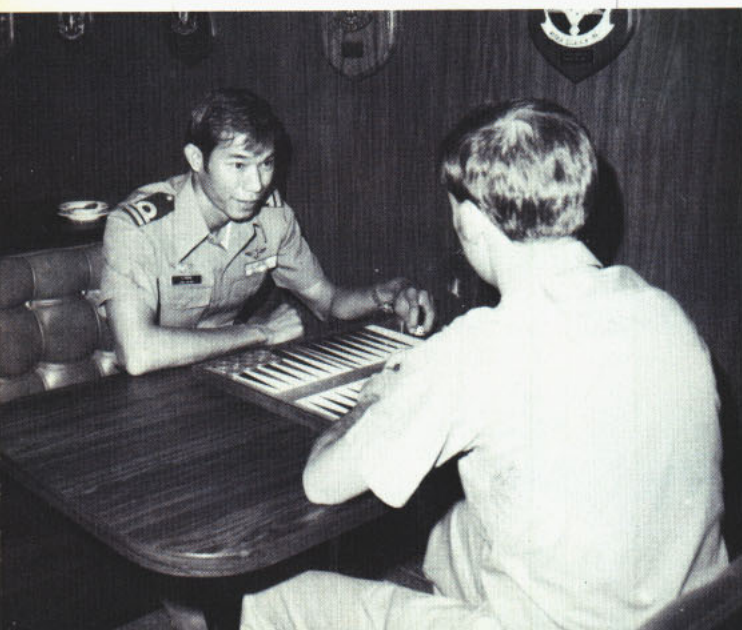
His present ship, HMCS *Gatineau*, is a 371-foot destroyer escort ASW frigate with 13 officers and 237 enlisted men. She is assigned to the Second Canadian Destroyer Squadron, Maritime Forces Pacific. In 1969, some 10 years after commissioning, she and three others of her class underwent extensive refitting. *Asroc* replaced her after gun mount, one depth charge launcher was removed and variable depth sonar installed in its place, and a lattice foremast was constructed to carry new electronics gear. In addition,

she has a three inch, 50-caliber twin mount forward, and one "Limbo" depth charge mortar aft.

The Personnel Exchange Program (PEP) provides for billet exchanges between the U.S. and allied navies. Besides Canada, billets are available in the navies of Argentina, Australia, Belgium, Brazil, Denmark, France, Germany, Greece, Italy, Japan, Mexico, Netherlands, New Zealand, Norway, Portugal, Turkey, the United Kingdom and Venezuela. The program is open to officers in all designators in the grade of CDR, LCDR and LT, and career-oriented enlisted members, E-5 or above, in technical and deprived ratings who have an excellent professional performance record and who are eligible for overseas assignment.

**LIEUTENANT VATANAPONG VERASA:**

**THAI OFFICER  
ON THE HANCOCK**



A visitor aboard the 30-year-old aircraft carrier USS *Hancock* (CVA 19) isn't particularly noticeable to most of her 3200 crewmembers. Not usually, that is.

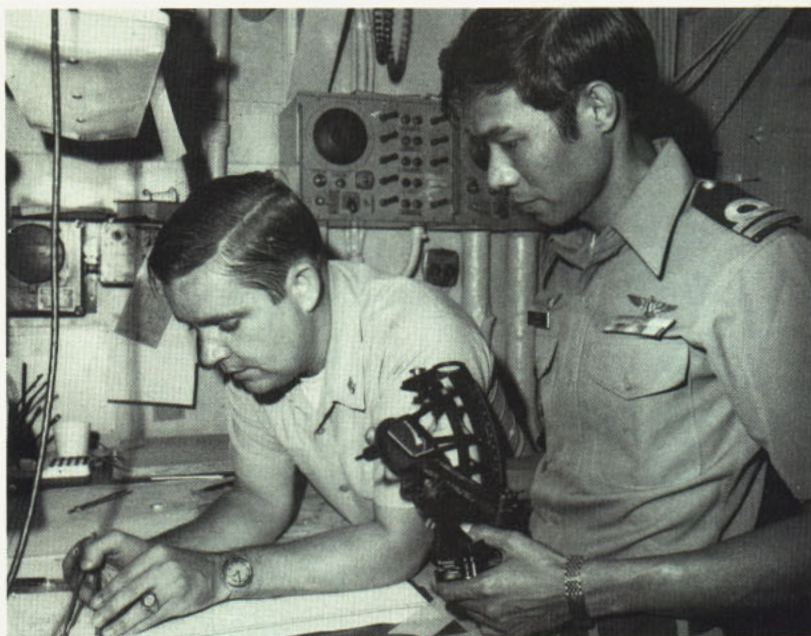
One visitor, though, has become familiar to many and a good friend to those who have had the opportunity of meeting him.

From bridge to wardroom, winding his way through passageways of the ship, observing flight operations and even playing a game of acey-deucey in the officers' dirty shirt room, he's become more than a visitor—more like part of the crew. For Lieutenant Vatanapong Verasa of the Royal Thai Navy, *Hancock* has been home during a recent two-month period. The daily routine of an aircraft carrier has now become second nature to him.

LT Verasa arrived aboard from his home base of

**ALL HANDS**





Facing page bottom: LT V. Verasa relaxes in the officers' lounge aboard *Hancock*. Facing page top: the Canadian ship on which Chief Sepeda served, HMCS *Gatineau*, shown before *Asroc* and lattice foremast modifications. Left: LT Verasa checks star coordinates with QMCM D. Morgan to pinpoint *Hancock's* position. Below: USS *Hancock* (CVA 19), the Navy's oldest attack carrier, celebrated 30 years of faithful service.

U-Tapao Airfield in Thailand, to spend what he thought would be the normal at-sea period for an aircraft carrier operating in the Gulf of Tonkin. With a port visit to Hong Kong slipped in for good measure, it looked as if LT Verasa would get just that. For him and for the rest of *Hancock* crewmembers, the Indian Ocean was not originally on the ship's operation schedule.

Asked what he thought of the change in *Hancock's* operations, LT Verasa said, "I shared the hopes of the rest of the crew that we'd get to see a little liberty in that part of the world during our stay there." Spoken like a true sailor!

Born and raised in Bangkok, LT Verasa has a long and varied background in the Thai Navy. After junior high school, he attended the Pre-Naval Cadet School for two years and then studied at the Thai Naval Academy. Upon being graduated and receiving his commission in the Royal Thai Navy, he served four years on a 400-foot patrol craft as navigator and gunnery officer.

He faced long periods afloat, much as he experienced aboard *Hancock*. He says, though, that there was one difference, "During standdowns, my patrol craft would often anchor off small islands for an afternoon of liberty."

An excellent record of service and knowledge of the English language gave him an opportunity to participate in the naval flight training program in Pensacola, Fla., and at Corpus Christi, Tex.

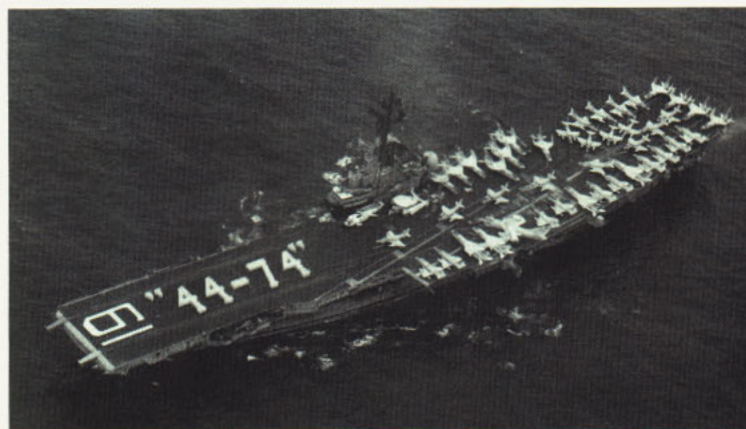
Things were rough in those first few months of training. He was faced with a new way of life in the States—the culture, people, language and food—and the rigors of flight training were no piece of cake. As LT Verasa mastered the American way of life, the experience became more enjoyable and very rewarding. In fact, he said, he even dreamed in English midway through his stay in the States.

Memorable occasions come to mind when he talks about his two-year visit to America. They include not only the experiences of learning to fly, but there are also memories of a cross-country drive through the southwest, with stops at the Grand Canyon, Las Vegas and Disneyland. In Vegas, LT Verasa suffered the same fate of most visitors to that city, walking away after "contributing to the house."

Since earning his wings four years ago, he has logged more than 1200 hours in the S-2 *Tracker*. He stands an excellent chance of promotion to lieutenant commander, soon, and hopes to continue his career in the Royal Thai Navy as an aviator.

Aboard *Hancock*, it has been an interesting two months for the lieutenant. Spending considerable time being oriented to the carrier's departments, he has gained valuable experience in most areas of U. S. Navy shipboard life.

Understanding intricate operations of a ship as large as *Hancock* can be a job in itself. As directed by his parent command, LT Verasa concentrated in the general areas of communications, operations and, of





course, flying. It was here that he gained the knowledge and training he sought. Not to be outdone, other departments took the opportunity to give him tours of their spaces, including engineering, which took him to the depths of the ship to see the engine rooms, fire rooms, and other places aviators rarely see.

Being the aviator he is, LT Verasa enjoyed spending a week or more with each of the squadrons aboard ship. He acquired as much knowledge of the overall operation of each squadron as possible in the

time available. He also gained valuable experience to take back to his parent command, feeling that the most rewarding part of his stay with those squadrons was the interchange with the people involved.

The exchange program is designed to give individuals of other navies the opportunity to gain proficiency in those areas of indoctrination requested by their parent commands. LT Verasa returned to U-Tapao Airfield well versed in the at-sea operations of the U. S. Navy, particularly that segment carried on by the Seventh Fleet carrier *Hancock*.

## **British Midshipmen Alan Gregg & Stephen Ramm:**

# **HITCHING A RIDE WITH THE USN**



Above: British midshipman Stephen Ramm. Midshipmen Alan Gregg and Ramm on the flight deck of *Oriskany* (below) and on the bridge (below right).



A voyage to Hong Kong became a unique learning experience recently for two British midshipmen who made the journey aboard the attack aircraft carrier *USS Oriskany* (CVA 34).

The midshipmen, Alan Gregg and Stephen Ramm, both natives of Great Britain, are currently assigned to *HMS Chichester* (F 59). The British frigate, which serves as guard ship for the harbor of the British Crown Colony of Hong Kong, joined *Oriskany* at the U. S. Naval Base at Subic Bay, Republic of the Philippines, for the transit to Hong Kong.

While aboard *Oriskany* the two midshipmen observed the various functions of an attack aircraft carrier, from engineering to flight operations by the carrier's embarked Air Wing 19.

Both midshipmen are graduates of the Britannia Royal Naval College, and must serve two years as midshipmen before promotion to the rank of sub-lieutenant.

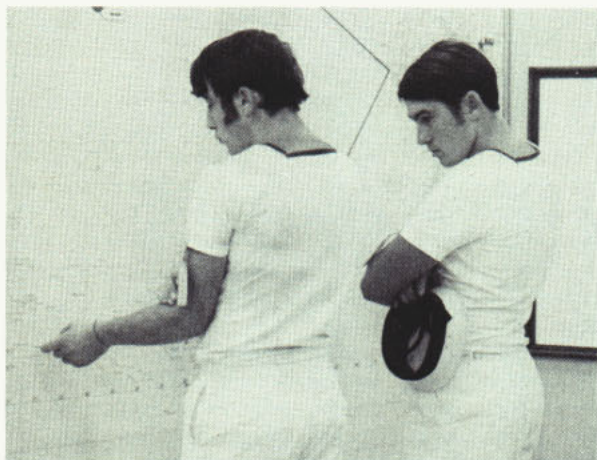
Midshipman Ramm, 18, will finish his tour in September and intends to subspecialize in submarines. Midshipman Gregg, 20, who completes his tour next January, is looking ahead to a sub-specialty in surface ships.







## **HMNZS Waikato & NAVCOMMSTA Honolulu:** **NEW ZEALANDER &** **AMERICAN EXCHANGE**



In a continuing effort at international relations, communicators from the New Zealand Navy and the Naval Communication Station at Honolulu, Hawaii, held a personnel exchange recently so that each group might better understand the functions of the other's components.

At the invitation of the commanding officer of HMNZS *Waikato*, one communication watch officer and eight radio men and women from the NAVCOMMSTA joined the ship in a family-day type cruise on a sunny Sunday recently. On board, the radiomen were given a tour of the ship's communications spaces and other areas, breaking occasionally for refreshments.

*Waikato* sailed south off the island of Oahu where she slowed to demonstrate operations of her helicopter, the *Wasp*. The helo folds compactly into a small hangar off the postage stamp-size flight deck on the ship's fantail. After flying maneuvers, the *Wasp* dropped two divers into the ocean, retrieved them and returned them to the ship in a simulated rescue mission. This was followed by a live-fire mortar demonstration by the ship's gunners and a manned lifeboat exercise by her deck force. The cruise ended with a 24-knot speed run past Diamond Head and along Waikiki Beach before returning to Pearl Harbor.

Reciprocating in the exchange, the Honolulu Navymen invited a contingent of 18 *Waikato* communicators to visit the station. There the New Zealanders were treated to a tour of the shore-based communication spaces, including a look at satellite communications, fleet center operations, and local message handling.

— RM2 J. L. Basar, USN.



Left and above: New Zealand sailors enthusiastically tour the facilities of NAVCOMMSTA Honolulu. Below: At Pearl Harbor.





## Rugby Matches in the Pacific:

# THE AUSSIES VS. THE YANKS



"The pride of the United States Seventh Fleet takes pleasure in challenging the pride of the Australian Navy to engage in a match of the sport of gentlemen . . ."

With this message over official military circuits to the aircraft carrier *HMAS Melbourne*, the *USS Midway* Rugby Football Club (RFC) thrust itself into the realm of international rugby competition. On the afternoon of 26 Sep 1973, the two teams met in battle in Hawaii.

As could be expected, the *Midway* 15 did not fare well at the hands of the more experienced Australian adversaries, yet the game was fiercely competitive and very cleanly played. In the true spirit of "gentlemen rugby," the two teams met for postmatch festivities and all participants came away with a genuine appreciation for internavy competition. *Midway* is now looking forward to a rematch with *Melbourne* with hopes that the next will be on *Melbourne's*

home field.

Although many factors came into play in the decision to form a rugby team aboard *Midway*, perhaps the greatest influence was imparted by the Overseas Family Residence Program. With the awareness that *Midway* would be based in Japan and spend a fairly lengthy tour in Far East waters, it was felt that an international game such as rugby would provide the perfect catalyst for improved and expanded international relations. Shortly after departing Alameda for a new home port in Yokosuka, the *Midway* RFC was organized.

A recruiting program began which led to indoctrination lectures and practices on the flight deck. The initial efforts were complicated by the fact that nearly three-quarters of the new team had neither played nor ever seen the game played. Fortunately, a nucleus of experienced rugby players were on hand, including 'ruggers' from such solid rugby schools as



Above left: *HMAS Melbourne*, before her most recent modernization. Left: *Midway* planes overfly *HMAS Parramatta*. Above: *USS Midway* (CVA 41). Right: Jack Schantz of the *Midway* Rugby Club rushes forward with the ball in a recent game.



Columbia University, University of Pennsylvania, Albany Medical College, U.S. Naval Academy, and Auburn University. In addition, the team was lucky enough to have an ex-member of a most respected California rugby club — the Old Mission Beach Athletic Club.

During transit to the Western Pacific via Hawaii, word was passed to *Midway* that HMAS *Melbourne* was operating off Hawaii in antisubmarine warfare exercises, and that inport periods would coincide by one day. The decision was made to issue a formal challenge and work was begun in earnest toward the first big game. The *Melbourne* team enthusiastically accepted the offer, although they voiced considerable surprise to learn that a "Yank" ship could actually field a rugby side.

As *Midway* left Hawaii and made her way west, the rugby team became a fixture on the flight deck. Rugby is a game of conditioning and while it was difficult to develop particular skills, physical fitness was stressed. New members were welcomed into the club which was now a strong unit of 25 members. Upon arrival in Yokosuka, it was learned that Japan supports almost 3500 teams and efforts were initiated to schedule games with local teams.

Games were soon set with the Yokohama Country and Athletic Club and the Japanese Maritime Self-Defense Force Fourth Air Wing. In addition, *Midway* RFC members participated in games against such teams as Ricoh, Febra, Asahi Shimbun, and Yamanishi Prefecture.



With the new year came a southern cruise to the Republic of the Philippines and Hong Kong and the unique result of *Midway's* adopted sport to date. Upon arrival in Subic Bay it was learned that an Australian destroyer, HMAS *Parramatta*, was in port. Again, a challenge was issued by *Midway* and promptly accepted by *Parramatta*. Although *Midway* was bested by the Australians for a second time, in a hard-fought battle, the traditional postgame party produced an unusual outgrowth — an operational exercise between the Aussie vessel and *Midway's* air wing.

On Saturday, 16 February, a seven-plane contingent from *Midway's* Air Wing Five squadrons arrived over *Parramatta* for training maneuvers. During the exercise, photos were taken by an F-8 *Crusader* (reconnaissance) which were later presented to the commanding officer of *Parramatta* in Hong Kong. *Parramatta*, in turn, presented *Midway* with various tokens of mutual friendship and respect, including her ship's plaque.

Before arrival in Hong Kong, preparations had been made through the Commander Seventh Fleet representative to schedule a rugby match against one of the Royal British military teams. The match was set up and the opposition was the Sham Shui Po Tigers, representing the British Army 51st Brigade. Once again, *Midway's* Yank rugby side were heavy underdogs. But the *Midway* RFC had come a long way in six months and a long way for this game. It was now a polished, aggressive, hard-hitting squad and quite ill-disposed to give up before the contest had begun. From the opening kickoff it was apparent that both teams had come to play serious rugby. *Midway* tallied first with her aggressive scrum play, but the Tigers surged back with two scores to take the lead at halftime. When the second half began, it was clear that the *Midway* club could smell victory and would not be denied, as her hard-running, elusive backs combined for three long-yardage, electrifying scores. When the final gun sounded, it was *Midway* 24, Tigers 18. The *Midway* Yanks had succeeded in beating the British at their own game.

Word of *Midway* and her Yank rugby side quickly spread throughout the Far East. Many of the established and respected teams in the Western Pacific have voiced a desire to play the novelty side. While the Yanks owe a large amount of success to their own hard work, they feel an equal debt of gratitude to *Midway's* Commanding Officer, Captain R. J. Schulte, and Executive Officer Commander C. W. Roe, for their unfailing support, both on and off the field.

What began merely as a form of recreation, has grown to mean much more to *Midway* and her team. As Team Captain Max Carey explains, "We aboard *Midway* feel that we've stumbled across a new and highly successful means of drawing ourselves nearer to our WestPac allies through friendship and good clean competition. No amount of dollars can buy the type of camaraderie we have stimulated through our common denominator of rugby."



ON THE EDUCATION FRONT

# 'NAVY CAMPUS FOR ACHIEVEMENT'



Above: University of Washington campus.

In this era of the All-Volunteer Force and zero draft, the Navy is going all out to improve its education programs. Several studies have corroborated the fact that education is one of the most important enlistment incentives and indeed is the most important single incentive.

A major new education management system that will coordinate the Navy's off-duty education programs with on-duty education and training programs was kicked off in mid-March. The system is called "The Navy Campus For Achievement" and its initial operation involves a "pilot" program with colleges and universities in Norfolk, Pensacola, and San

Diego.

These schools that have agreed to participate in the NCFA pilot program do not require residency for degrees and agree to accept nontraditional credits and keep students continuously enrolled even though they transfer from the geographic area. Colleges that had already signed agreements with the Navy by 15 March were: Tidewater Community College, Portsmouth, Va.; Chapman College, Orange, Calif.; San Diego Community College, San Diego, Calif.; Pensacola Junior College, Pensacola, Fla.; University of West Florida, Pensacola, Fla.; United States International University, San Diego, Calif.; and the Uni-



versity of San Diego, Calif.

In order to determine attitudes toward education on the part of Navy personnel already on active duty, in June 1973 the Chief of Naval Education and Training took an opinion sample. Questionnaires were filled out by 10,500 afloat and ashore. Three-quarters indicated an interest in additional education, fully one-third were interested in off-duty college level study.

Another necessary step before devising a better off-duty education system was to take stock of the Navy's program already in effect. Actually it wasn't bad. Thousands of naval personnel have for years been going to school at night and on weekends. Moreover, a number of plans are in effect for subsidizing their tuition payments. The most important of these plans is "TUITION AID," wherein the man pays 25 per cent and the Navy 75 per cent. Next in importance is "IN-SERVICE C.I.," wherein the man takes advantage of part or all of his postservice education entitlement while he's still on active duty. In spite of these generous off-duty education opportunities Navy personnel have still found themselves educationally disadvantaged because of their nomadic existence. Too often a man or woman would work hard and accumulate academic credits in one place only to transfer across the country and find out most of his work "didn't apply" to programs available in institutions adjacent to a new duty station.

All military services have perceived the need to overcome academe's long-standing disadvantages for the man who must move from place to place. It's interesting that the several services have come with radically different solutions to the problem. For example, the Air Force has established "The Community College of the Air Force." Put another way, they've gone into the business of awarding academic credits and certificates.

Meanwhile the Office of the Secretary of Defense has created a program which amounts to a partnership with academe. This program is called "Servicemen's Opportunity College" (SOC) and amounts to a consortium of numerous colleges which have pledged themselves to take cognizance of the special academic problems of servicemen. The SOC consortium is fully in being at the community college level and plans are well underway for adding a "four-year SOC" consortium as well.

It would be well at this point to emphasize that the Navy Campus For Achievement takes into account that the education objectives of many Navy personnel do not involve a college degree. Those Navy men and women have ambitions in the vocational-technical area, and the system is designed to accommodate them as it does those with degree objectives. It's just that most of the concessions needed from academe apply not to the delivery of instruction but to the granting of degrees.

Accordingly, the Navy Campus For Achievement, while taking full advantage of SOC (and indeed, of all other colleges and universities), goes beyond SOC by

obtaining more specific commitments from those institutions who have come aboard as Navy Campus for Achievement degree institutions. In short, an NCFA degree-institution has agreed:

- To execute an agreement or degree contract between the institution and the individual Navy person.

- To grant maximum possible academic credit for Navy courses and Navy experience. Specifically, they have agreed to accept the recommendations of the Office on Educational Credit (OEC), formally the Commission on Accreditation of Service Experiences (CASE), in this regard.

- To grant (accept transfer of) academic credit for applicable courses which have been satisfactorily completed at any regionally accredited institution in the United States.

- To waive the requirement for residency.

- In addition to academic credit for Navy courses and Navy experience, to allow application of other forms of "nontraditional" credit, up to an aggregate of 75 per cent of the credit applied to the degree requirement. "Nontraditional" is very much a catchall term. It includes correspondence courses, televised instruction, challenge examinations, CASE recommendations, etc. In effect, it covers anything which doesn't fit the "traditional" classroom/laboratory-on-campus education delivery method.

A key provision of the Navy Campus For Achievement is establishment of a network of civilian education advisors. These advisors will assist individuals in setting educational goals and will serve as liaison with educational institutions. This advisory network is expected to grow by June 1975 from the 20 advisors now employed to 137, located at major Fleet concentrations.

The Navy Campus For Achievement is administered by the Chief of Naval Education and Training Support, whose headquarters are at Pensacola. Education advisors will be located at centers and detachments of the Naval Education and Training Support Command. They will work closely with military educational service officers and career counselors serving with shore-based units or aboard ships.

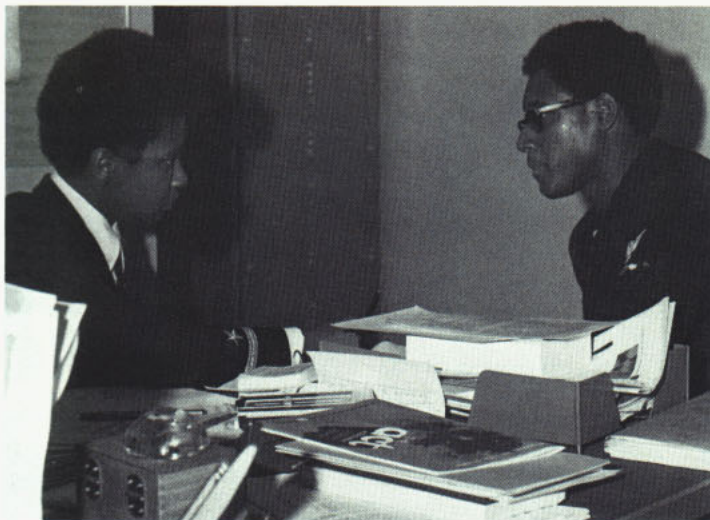
Although still in the planning stages, a very important part of NCFA will be a computerized education and training record for every man and woman in the Navy. Reaching back to pre-Navy days, the record would reflect all training received in the military and all full-time and off-duty educational credits.

The ability of a Navyman to qualify in his specialty, rate, rank or billet depends very much on his education and training. While preparing the individual to perform the mission at hand and broaden his career opportunities, the Navy Campus For Achievement will also help him to meet his personal education goals. In addition, the Navy faces an emerging contributory role to society as a whole. It can fill this role by adequately preparing its citizen sailors to successfully return and contribute to a rapidly changing civilian work environment after a military career.

— RADM J.L. Abbot, Jr. USN



# BOOST, San Diego



Above: BOOST instructor ENS Gregory G. Webb works equations with one of his students. Right, top: BOOST career counselor ENS Linda Tucker provides advice for one of the students. Right: AK2 Sharron K. Crowder, a BOOST student, works on a chemistry problem.

Should an intelligent Navy man or woman with leadership potential miss the opportunity to become a naval officer because of inadequate schooling? Not if he becomes a part of BOOST. And what's that?

BOOST is the short term which is spelled out as "Broadened Opportunity for Officer Selection and Training" Program. Here's how it operates at the San Diego Service School Command.

BOOST is a program designed for any Navy man or woman who, because of educational deficiencies, is

initially unable to gain acceptance to a naval officer training program. Currently, there are 121 students enrolled in the BOOST Program at NTC, San Diego; the nine-month training period begins each August.

According to the civilian academic director of the program, Ken Gordon, "All BOOSTERS have to meet the same criteria as anyone else applying for an officer program. Our job is to provide academic background to BOOST selectees so they may become equally competitive for officer candidacy.



"We return to the Fleet those who do not qualify for competing in an officer-input program. Those who enlisted because they were guaranteed the BOOST Program, initially, are usually returned to civilian life."

Currently, 66 per cent of those accepted for BOOST continue into some form of officer training. The Naval Academy, NROTC, and Navy Enlisted Scientific Education Program (NESEP), are the main paths an enlisted can take toward a commission, and one of these programs is the goal of every BOOSTER.

Under the auspices of the Chief of Naval Education and Training, the program receives the majority of its students through the Naval Recruiting Command.

Special Schools Department Director, Lieutenant Commander Rudolph McAfee, said, "The single most important requirement for acceptance to BOOST is a sincere desire for a commission. It is a very demanding educational program that requires strong motivation.

"In reality, it's a 10-year program — one or two years in BOOST, four years in an officer program and then four more years of obligated service."

Gordon, who devised the first curriculum and began teaching the first class, said, "BOOST grows every year; we had just 35 people when it began in Bainbridge, Md., five years ago. In order to expand, we moved here to San Diego."

Sociologists have shown that the poor quality education in certain public schools in the nation has deprived many people of an equal chance at jobs where scholastic achievement is necessary.

Immediately upon admittance to BOOST, the student is given a battery of diagnostic tests to indicate the weakest and strongest areas of his educational development. It is during this first week that the instructor counsels the student and sets his learning pace. The BOOST students are tested in five main scholastic areas—algebra, geometry, physical science, chemistry and communications.

"Our instruction is highly individualized," said LCDR McAfee. "We decide where a student is academically, then develop his skills till they meet college level entrance requirements.

"The students work according to a modular system, a unit of material that is pretested and tested again, later. This breaks the subject matter into bite-size pieces, allowing the student to move at his own pace."

The post-test grades are the most important, according to LT Van Fossen. A minimum grade of 70 is required to remain in the program; however, this is not the final criterion. The instructor's recommendation enters largely into the last determination.

Although the mission of the pilot BOOST Project was to assist minority personnel in meeting the requirements for officer programs, it was expanded at the time of full implementation to include all educationally deficient personnel—regardless of race — seeking a path to commissioning.

Chief of Naval Operations Admiral Elmo R. Zum-

walt, Jr., has encouraged commanding officers to "... solicit BOOST applications from all eligible enlisted personnel who are career-oriented, have potential for educational development, are highly motivated, and possess the qualities required to serve as officers in the Navy."

Students selected for an output program are graduated from BOOST in June. Those not selected at that time will continue with the program when classes reconvene in August.

When a student does leave BOOST, he knows — as does the faculty at San Diego — that he's academically qualified to take on future college chores. The road toward a commission has been well paved.

— Story and photos by JOSN Rick Griggs

---

Following, are some commonly discussed fallacies and facts about the BOOST Program operated at the Naval Training Center, San Diego:

Fallacy — The length of time spent in the program may vary from 12 weeks to 24 months at the student's discretion.

Fact — Classes convene in August each year and no student can complete the program before the following June. A minimum of nine months is spent in BOOST. Remaining for a second year of study is based on the degree of a student's academic deficiency, his performance and motivation.

Fallacy — BOOST includes attendance at civilian schools and the wearing of civilian clothes in a simulated college environment.

Fact — BOOST is a division within Service School Command at San Diego. Students and staff are subject to regulations and directives governing all personnel at the center. Advanced students, however, may attend a local junior college for subjects in which they have shown competence.

Fallacy — Disenrollment from BOOST results in a discharge from the Navy.

Fact — All BOOST students who initially come from the Fleet must fulfill any remaining military obligations. Students recruited from civilian life, specifically for BOOST, may be discharged according to their specific enlistment contracts.

Fallacy — Completion of BOOST curriculum guarantees placement in NROTC, Navy Enlisted Scientific Education Program, or the Naval Academy.

Fact — Acceptance is in no way guaranteed; BOOST only prepares students to compete for these programs.

Fallacy — Classes offered include any subject area of interest to the student.

Fact — The current curriculum is limited to core subjects: algebra, geometry, physical science, physics, chemistry and communications.



# ADCOP:

## Associate of Science Degree In Sonar Technology

An Associate of Science Degree in Sonar Technology — that's what seven chief sonar technicians received this winter as a result of completing a combination of courses conducted concurrently at the Key West Fleet Sonar School and the Florida Keys Community College in Key West, Fla.

The Advanced Antisubmarine Warfare Systems Technology Course is offered only at the Fleet Sonar School, and is designed to provide senior Sonar Technician petty officers (E-6 through E-9) with advanced education and training in the fields of electronic and computer technology, antisubmarine warfare, and management techniques.

The Navy has long been searching for the means by which a sailor could receive sufficient college credit for his service schools attended. This course is a combination of college and service school instruction.

The concept was brought to the attention of FKCC officials a couple of years ago, and through the combined efforts of these officials and the Chief of Naval Technical Training and the Fleet Sonar School staff, a degree program was conceived. Members from these agencies unbolted and tore apart the Antisubmarine Warfare Systems Technology curriculum — subject by subject, lesson by lesson — to determine the quality and validity of the material, and to ensure that it met the Florida State Board of Education standards. It was found that the course satisfied the Navy's requirements as well. However, to satisfy all the requirements for a degree, students would have to attend three courses at the college. Now the concept is a reality and the pilot class has already graduated with the second class well into session.

Presently, this course is only open to sonar technicians in pay grades E-6 through E-9, but the concept applies to all technical ratings in the Navy. The idea of ETs, STs, OSs, ATs, FTs, OTs and others going to the same school, and in many instances, the same classes, is viable.

The cooperative education program between the Navy school and the community college provides the students of the Antisubmarine Warfare Systems course a combined military-civilian education. Upon graduation these students possess the skills and knowledge necessary to apply advanced technological concepts to casualty analysis, maintenance, and operation of both surface and submarine sonar and fire control systems. They are skilled technicians as well as schooled managers.

It may be premature to label the program a success, but Navy students, in Navy schools, being taught by Navy instructors, and receiving a college degree is what the Navy has been hoping to find.

— WO1 A. E. Blausey, USN.







# BLUERIDGE

## Language Course

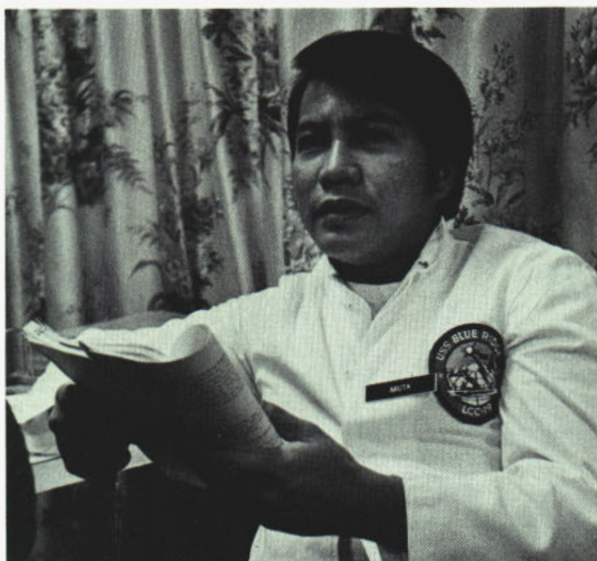
"English in America is a language of idioms and slang. It can be baffling for someone to whom English is a second language," says Rosemary S. Komori, a language instructor currently teaching a pilot course jointly sponsored by the Navy and San Diego Community College.

Illustrating her point, Miss Komori says, "Americans run their words together as, 'He can do it' becomes 'Hecun Doit.' Therefore, American English sounds like a very difficult language to someone who is struggling with the basics."

The program started at San Diego when Master Chief Personnelman Ruben Luna of the Naval Training Center requested help from the Navy to develop a program for Navy people having language difficulties. The Predischarge Education Program (PREP), using the resources of San Diego Community College, proved to be an excellent vehicle for promoting the project.

San Diego Community College, with Miss Komari and two other instructors, took up the task of curriculum development. The initial offering was a course at the Naval Training Center attended by 10 enlisted men.

The program has since moved aboard the amphibious command and control ship USS *Blue Ridge* (LCC 19), homeported in San Diego. It has the solid support of the command and 24 students are currently attending the course.



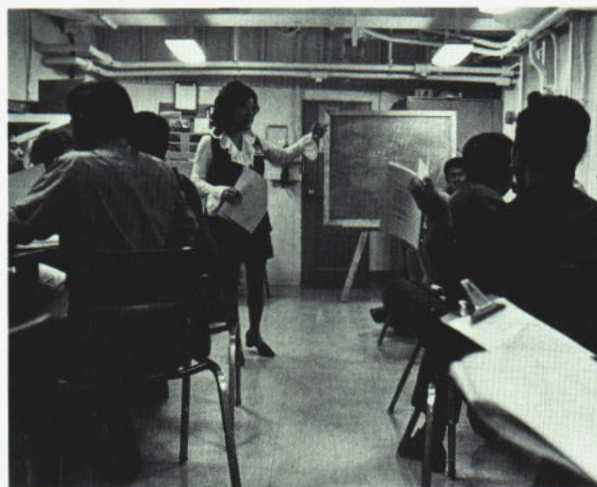
"We teach the phonetic method as opposed to emphasis on grammar," says Miss Komori.

Classroom work strongly emphasizes speaking and reading English aloud. Between sessions, students practice their reading skills by using tape recorders. The students become critical of their own language habits by following these procedures. Awareness is a first step on the road to improvement.

One student says that he is taking the course because he definitely hopes to improve his grammar. The end result will be that other people will understand him more clearly while he, in turn, will understand them.

The 10-week program in *Blue Ridge* shows high promise, helping these students realize a common ambition.

— Story and photos by PH1 Alan J. Dooley





# BUILDER Class A School

Each year about 600 Navymen travel to the Naval Construction Battalion Center in Port Hueneme, Calif., and enter the Seabee's Class "A" Builder School. Most already have a bent for pounding nails, but they're eager to learn more than just the basics of carpentry.

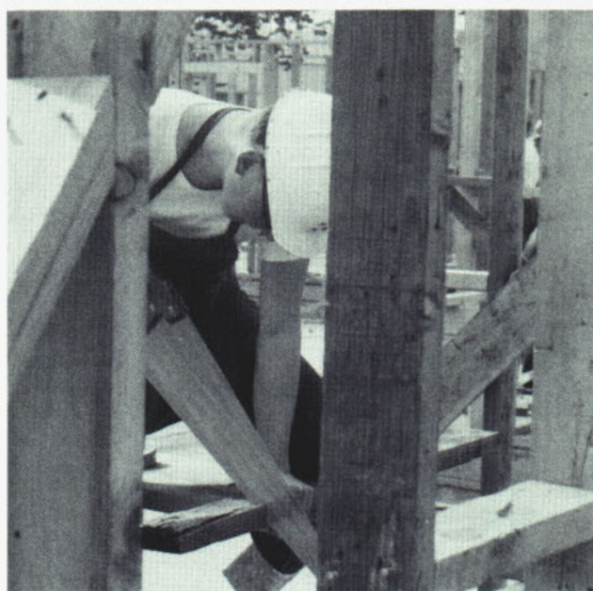
During the 12-week course, the students are taught framing, masonry work, roofing, and how to tackle more complex projects like waterfront construction. They also receive an education in blueprint reading, then they construct a building using blueprint plans as one phase of that training.

Although most BU "A" students enter the school directly out of boot camp, the doors are open to applicants from the Fleet as well. For example, of the 397 students who entered from June 1973 through last January, 80 were from the Fleet.

To be accepted, a BU hopeful must have a combined GCT+MECH+SP (shop practice) test score of 150 or better. SP testing is required of all Seabees, except engineering aides and is administered during basic training. However, if no SP test score is available, as might be the case with Naval Reserve applicants, a combined GCT+MECH score of 100 or better is necessary.

When a student graduates from Builder School, he should carry into the field the basic skills and knowledge that will enable him to develop into a Seabee specialist. For certain, he'll know more than how to pound nails.

— Story and photos by JOSN Scott D. Smith, USN.





## There's Never Too Many Cooks

# THE MORE THE MERRIER

There's no such thing as "too many cooks spoil the broth" for commissarymen assigned to the enlisted men's dining hall at the Subic Bay Naval Station, Republic of the Philippines. In fact, it's the opposite — the more cooks the merrier, the better the food.

That's true especially when there's an established on-the-job training program which helps them master new and better ways of preparing food to make meals tastier for their customers. At the same time, they are learning the latest methods of cooking without waste.

The naval station dining hall staff members spare no effort offering more individual service and making their customers feel at home. The dining hall is managed by Lieutenant (jg) Robert Ziegler, food service officer, directly under Lieutenant Commander Jose Gutierrez, naval station supply officer; they are backed up by Chief Commissaryman Warren G. Quinn and a force of 22 cooks, two bakers and two butchers.

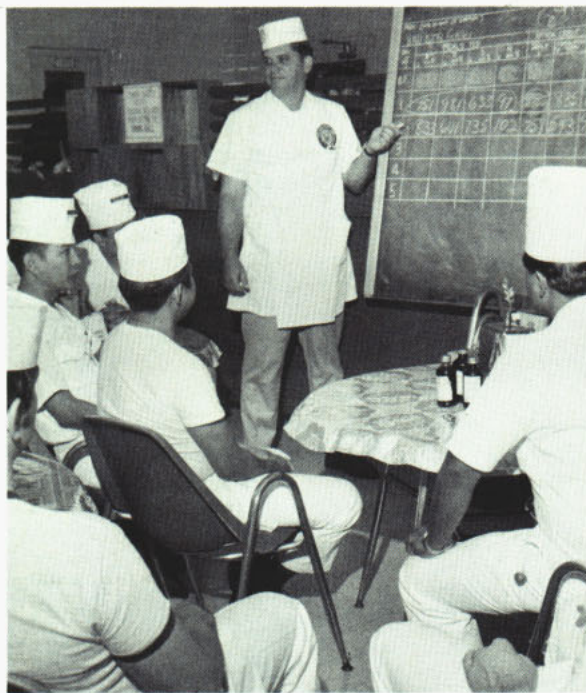
The Navy's Food Management Team from Pearl Harbor visited the naval station to provide instruction on latest procedures in economy and sanitation, and ways to enhance the quality of food being prepared. The team, composed of Lieutenant Commander James D. Ayers, Senior Chief Commissaryman Perry R. Denby, Senior Chief Commissaryman Vincent Ares, and Chief Commissaryman Ronald C. Todd, worked side by side with naval station personnel, demonstrating proper technique in all phases of food service.

"We accomplish our mission by assisting in their effort to constantly improve the dining hall's efficiency," LCDR Ayers says. "Also we provide assistance in monitoring the contractual messmen program."

The U. S. Navy commissarymen receive on-the-job training through a "do as I do" method of instruction, employing advanced training aids and techniques. They are also shown how to break down recipes.

"Breaking down recipes means learning how to feed from one to 100 persons," Chief Todd says. This instills management awareness in responsible food service personnel with special emphasis on high quality food preparation.

Meatier baked lasagna with a tastier mixture of



spices, a thicker chile con carne with better flavor, an improved spaghetti sauce, and a variation of pizza, are only a few suggestions made by the team during their visit.

"Working side by side with cooks, bakers and butchers at Subic," Chief Denby says, "is our way of showing them how to do it. The men are interested in our lectures and cooperate greatly."

Chief Todd says he was also impressed with Subic's dining hall local civilian employees, "They are quick to learn and are outstanding workers."

According to galley boss, Chief Quinn, the dining hall staff of 67 contract mess attendants strives to please the customers. They are given lectures on the operation and cleaning of food equipment, and shown films on the latest techniques in preparing bread, cakes and pies.

All recipes used at the galley are either taken from the Armed Forces Recipe Service or are local recipes introduced by Chief Commissaryman Quinn.

"Food is the single most important morale factor in the armed forces," LTJG Zeigler says. "Perhaps there's not much that can be done to improve a man's working locale or job demands, but marvelous things can be done with food. The Navy has long recognized the validity of the statement 'the way to a man's heart is through his stomach'."

The Navy Food Management Team, which arrived at Subic from a similar assignment at McMurdo Station, Antarctica, covers the entire western Pacific area. Their next scheduled stop after Subic was the dining halls of Yokosuka, Japan — there, too, to add a few more cooks to the broth.

— Story by JOC Dick Graddick  
— Photos by PH2 Mike Jacobs



- ADMIRAL HOLLOWAY NOMINATED AS NEXT CHIEF OF NAVAL OPERATIONS

Admiral James L. Holloway, III, USN, currently serving as Vice Chief of Naval Operations, has been nominated by the President to serve as the next Chief of Naval Operations. ADM Holloway, 52, is a native of Charleston, S. C., and a graduate of the Naval Academy class of 1943. His nomination now goes to the Senate for confirmation. If approved, he will assume the duties of CNO in June, when the term of Admiral Elmo R. Zumwalt, Jr., expires.

ADM Holloway has had a wide range of assignments during his naval career. During the second World War, he served on destroyers in both the Atlantic and Pacific Oceans. He served as gunnery officer of USS Bennion (DD 662), taking part in the invasions of Saipan, the southern Palau Islands and Tinian, and in the Battle of Leyte Gulf. After the war, ADM Holloway earned his naval aviator designation, and flew from the carriers Valley Forge and Boxer during the Korean conflict. He later commanded Attack Squadron 83 on board the carrier Essex with the Sixth Fleet during the 1958 Lebanon crisis, and with the Seventh Fleet during the Quemoy-Matsu crisis. Following graduation from the National War College in the class of 1962, ADM Holloway commanded the Seventh Fleet seaplane tender USS Salisbury Sound (AV 13). After a year of instruction in nuclear propulsion, he took command of USS Enterprise (CVAN 65), the Navy's first nuclear-powered aircraft carrier. Enterprise conducted her first two western Pacific combat tours under ADM Holloway's command.

In May 1966, at age 44, he was selected for promotion to rear admiral. Following duty in Washington in the office of the deputy CNO for plans and policy, ADM Holloway assumed duties as Commander Carrier Division Six. In February 1971, he became Chief of Staff and Deputy Commander of CinCLant and CinCLantFlt. In May 1972, he took command of the U. S. Seventh Fleet and served in that capacity until July 1973, when he was transferred to Washington to assume the duties of Vice Chief of Naval Operations.

For more on the CNO change of command, see the forthcoming issues of ALL HANDS.

- MILEAGE TRAVEL RATE IS INCREASED FROM 11 TO 12 CENTS

The local travel mileage rate for military personnel has been increased from 11 to 12 cents a mile. The boost affects those people who use their cars for official business in and around their duty stations and for local travel at a temporary duty station. The new rate will be incorporated in change 255 of the Joint Travel Regulations.

- UNIFORM CHANGES APPROVED BY CNO

A number of uniform changes have been approved by the Chief of Naval Operations. Round-neck tee shirts are now authorized for all officer uniforms. All Navy women have the option of wearing a black beret with service dress uniforms. The women's formal dress white uniform becomes optional immediately and will be phased out by 1 Jul 1975. For male officers and chief petty officers, an optional tropical formal uniform has been approved. Also among the changes, approved as an optional item: a single-breasted dress blue vest, with gold buttons for officers and chief petty officers, and silver but-



# briefs navy navy navy navy n

tons for E-6s and below, may be worn with the new service dress blues. All items should be available in uniform shops within a few months. Full details will be promulgated shortly in the next change to Navy Uniform Regs.

- FUEL COSTS CAUSE REVISION IN REDUCED AIRLINE RATES FOR SERVICE PERSONNEL

Military personnel are no longer able to fly on commercial airlines at a half-fare standby rate or a two-thirds military reservation rate. However, they may reserve seats at a 75 per cent rate. The earlier reduced rates were abolished by the Civil Aeronautics Board as of 1 May 1974 in response to a petition by several of the commercial airlines. The abolition of these rates was one of the several moves by the CAB to bolster the airlines' income in light of the higher fuel costs they are encountering.

- MORE DUNGAREES AVAILABLE AT NAVY EXCHANGES

The shortage of dungarees at Navy Exchanges is easing somewhat, and the Navy Resale System Office has announced that nine new exchanges will be added to the allocation list first put out in November. The office is continuing to negotiate with dungaree manufacturers to obtain more of these items for Navy men and women.

- U.S. UNITS TO HELP CLEAR SUEZ CANAL

Navy minesweeping helicopters and support forces from Norfolk and Charleston are scheduled to conduct a minesweeping operation of the Suez Canal, the crucial waterway blocked since the 1967 Arab-Israeli war. The operation, designated "Nimbus Star," will use the airborne mine countermeasures techniques employed during operation "End Sweep," conducted last year in North Vietnamese waters. The starting date has not yet been determined.

- SITREP 9, "PEOPLE AROUND THE WORLD," BEING DISTRIBUTED

Chief of Naval Operations SitRep Film Nine, "People Around the World," is now being distributed for viewing at major fleet and shore commands. The film examines the overseas homeporting program in terms of various ports in which homeporting is taking place. Commands are urged to show the film as widely as possible and to return reaction cards that are sent with each film print.

- CNO APPROVES CHANGES IN SURFACE WARFARE OFFICER PROGRAM

A number of changes affecting the Surface Warfare Officer (SWO) community have been approved by the Chief of Naval Operations. They include an expansion of the Surface Warfare Officers' school in Newport and the establishment of a new one in San Diego. These schools, with a curriculum length of 15 weeks, are designed to provide entry level training for future surface warfare officers. Other changes, including the conversion of 358 sea billets from lieutenant to lieutenant (jg), which will provide an opportunity for upgrading the duties and responsibilities of many qualified junior officers, as well as revised surface warfare officer community accession rates, retention goals, career patterns and community entry/exit policies, were all recommendations



of a recently completed surface warfare officer study. Additional information on these and other changes will be included in the spring edition of the Officer Personnel Newsletter.

- NEW CNO FELLOW NAMED FOR COMING YEAR

Lieutenant Commander Lee B. Cargill, attached to VA-27 at NAS Le-Moore, Calif., has been named the new Chief of Naval Operations Fellow for the upcoming fiscal year. The CNO Fellowship Program was begun in 1972 to provide an opportunity for exceptional young naval officers to participate in headquarters-level decision processes and in the formulation of naval policies. LCDR Cargill is a 1963 Naval Academy graduate and holds four Navy Commendation Medals and a Distinguished Flying Cross.

- CNO STRESSES ROLE OF SENIOR PETTY OFFICERS WITH PROFESSIONAL EXPERTISE

The following statement on career retention was issued by Admiral E.R. Zumwalt Jr., Chief of Naval Operations:

"Large numbers of senior career petty officers are presently transferring, or are contemplating a transfer, to the Fleet Reserve upon completion of 19 years and six months of service. As a result of these actions the Navy is losing a much-needed source of valuable experience and talent.

"This supervisory leadership encompasses the professional expertise and high caliber of leadership considered essential for the development of our career force in an all-volunteer force environment. Although I have recently stressed the importance of establishing an effective fleet retention program which will affect our quality first-term individuals, it is essential that we also direct our efforts toward the retention of our senior petty officers, particularly in the critical ratings. To this end, our career petty officers who are eligible must be fully counseled concerning the need for their talents and actively encouraged to continue their active service. The talents of our quality senior petty officers are needed in every area of the force, generally, and specifically in the undermanned ratings and as instructors in the various special programs.

"As a related matter, there are indications that many of these outstanding career petty officers may be transferring to the Fleet Reserve because of a misinterpretation or lack of full understanding of the provisions of the proposed new nondisability retirement system. The career force must be completely aware of all provisions of the proposed new retirement system and especially of the save pay provisions which guarantee that individuals will receive no less retirement pay than those retiring before them. It is emphasized that career decisions should be based on a thorough knowledge of present and future retirement systems and that early passage of the new proposal by Congress is not anticipated."

- NAVY BOBSLEDDERS WIN 8TH NORTH AMERICAN CHAMPIONSHIP

For the eighth year in a row the U.S. Navy bobsled team has won the two-man North American and the National AAU championships at Lake Placid, N.Y. The wins place the team in contention for a berth in the world competition in



# briefs navy navy navy navy

Italy next January. The Navy sledders are captained by Lieutenant Commander Paul Lamey of ComCruDesPac, San Diego; the team's brakeman in the two-man competition is N1 Robert Huscher of NAS Dallas. The Navy team placed fourth in the four-man competition for the North American championship.

- ENERGY CONSERVATION TEAMS TO SURVEY SHORE FACILITIES

The Chief of Naval Material has directed the Naval Facilities Engineering Command to form survey teams and inspect energy conservation possibilities at all Navy shore activities. These teams will come from the command's field divisions and will visit each shore facility within their areas before 30 Jun 1975. The teams will conduct seminars and help commands identify and evaluate individual energy conservation programs.

- SOME EXCHANGE PRICES TO INCREASE, BUT WILL STILL SAVE YOU MONEY

Some items in Navy exchanges are going to cost you more, according to the Navy Resale System Office. Kitchenware, electrical appliances, hand tools, some men's and women's clothing and juvenile furniture may go up as much as five to 10 per cent. NRSO says these price hikes are necessary to meet rising costs but that Navy exchanges still save customers 20 to 25 per cent of commercial costs.

- WOMEN MEMBERS MAY BE DUE PAST ENTITLEMENTS

Women members of the Navy on active duty, inactive duty or formerly in the service may be due some back travel and transportation allowances because of a recent Supreme Court ruling. The court held that women in the military do not have to prove that their husbands are dependents in order to receive such travel and transportation allowances. Consequently, women who have been unable to prove this and were denied allowances in the past may now be able to put in a claim for these allowances, subject to a 10-year statute of limitations. The statute of limitations does not apply if the member putting in the claim has been on continuous active duty or has been separated from active duty for less than 10 years.

- SUBMARINE SKIPPER'S WIFE NAVY WIFE OF THE YEAR

Mrs. Kathleen Parker O'Beirne has been named the 1974 Navy Wife of the Year. Her husband, CDR Frank O'Beirne, Jr., is commanding officer of the gold crew of USS George Washington Carver (SSBN 656).

Mrs. O'Beirne was selected from among 35 finalists representing Navy commands ashore and afloat. She will represent the Navy during special ceremonies to be held later this month in Washington, D. C. "Wife of the Year" winners from each of the armed services will be honored at that event for their contributions to public service activities both within the military and in civilian communities. Mother of two, Mrs. O'Beirne is active in environmental activities and community action programs in the Groton-Mystic, Conn., area.



# from the desk of the Master Chief Petty Officer of the Navy

## Gut Issues



MCPON JOHN D. WHITTET

Over the past three years of communicating with Navy members, I have found myself stressing several key points in my remarks and correspondence. They are some of the so-called "gut issues" that affect all Navy personnel in one way or another. I'd like to take this opportunity to discuss these sub-

jects from my viewpoint with all hands — and perhaps some of you in the Fleet may want to add your own thoughts on these areas. Whether you agree or disagree, your letters will receive careful attention.

• **RETENTION** — With the exception of bonus money that is needed in certain critical areas, I believe that the Navy is becoming more competitive with the pay and benefits structure of civilian society. However, there is a real limit to what you can do with money. It will only motivate to a certain degree, and beyond that we are talking about such things as job satisfaction and environment. These two areas, in my judgment, are the crux of the retention issue, and I think that now more than ever we are going to find that our retention rate will be keyed very heavily to our ability to provide job satisfaction and improved habitability.

The young people that we recruit today come from an unprecedented environment of affluence. More often than not, when I talk to people who are leaving the Navy, it boils down to the hard reality that they are simply not satisfied with what they're doing or how they are living. Very seldom do I hear anyone

compare the wage they're drawing with that of somebody else.

• **JOB SATISFACTION** — We are trying to improve job satisfaction by continually upgrading our classification process to help our people get off on the right foot and train for the kind of work that they are both interested in and capable of doing.

In the area of habitability, we have a particular problem in the Navy because of the very limited space aboard ship devoted to living quarters. I am by no means suggesting that we turn our warships into luxury liners, but I do want to stress the need for a more contemporary reconciliation between lavish civilian quarters across the country and the generally small and relatively uncomfortable living spaces that our sailors must put up with at sea.

To meet this challenge we are trying very hard to get the dollars that are necessary to upgrade the living spaces aboard our ships. And aside from new ship construction, many a Navy vessel has been substantially refurbished, in recent years, through shipboard talent and initiative "self-help" projects.

• **FAMILY SEPARATION** — Another vital area, as far as retention is concerned, is the amount of family separation that our sailors endure. To reduce the length of family separation, we have established an overseas homeporting program throughout the Pacific and the Mediterranean, which has the effect of increasing the time our ship-based personnel can spend in port with their families. This program also increases the time that our continental United States-based ships are able to spend in their home ports. We estimate that the ships affected by our overseas homeporting program will spend approximately 50 per cent of their time steaming, 35 per cent in home port and 15 per cent in other ports.

But aside from money, benefits, improving shipboard habitability and reducing family separation time, the real retention challenge is concerned leadership. To be able to motivate people and to make their work more satisfying . . . that is the thing!

The Chief of Naval Operations and the Chief of Naval Personnel are two of the most dynamic leaders that the Navy has produced in my lifetime. Under their very excellent direction, the tone and quality of leadership throughout the entire Navy have developed considerably. I am certain that this has been one of the strongest factors in improving our retention all across the board from first-timers to careerists.

• **EDUCATION** — It has often been said by various people in the education field that we have the



best technical schools in the world. Naturally, I do have a lot of confidence in our ability to train young men and women to fill the many different kinds of jobs that we have to do.

It would be nice if every recruit had at least a high school education, and most of our recruits do, in fact, have high school diplomas; but we must be flexible enough to realize that the high school diploma is not the final answer to the continuous challenge of obtaining quality recruits. It is certainly no guarantee that an individual will be successful in the naval service. But generally speaking, the high school diploma is a reliable credential, and we are seeking to recruit individuals who have not only a high school education but also a sincere desire to continue to grow and help meet the needs of the most technical and sophisticated Navy on earth.

You've heard the story of how you can lead a horse to water but you can't make it drink . . . well you can also lead a person to school but that doesn't mean that you can make that person think and learn! I believe that it is better to motivate people through proper counseling and good leadership. They will then draw the right conclusions about education for themselves.

• **MINORITIES** — Much the same can be said for the alleviation of racial problems. Prejudice can be a difficult thing to isolate and identify, and it is extremely difficult to correct. We can issue directives and turn out paper all day long, but that doesn't mean people will read what has been stated and take it into their hearts. We can educate people as we attempt to do in our UPWARD seminars, but we cannot legislate attitudes.

We do, of course, insist upon discipline. Equal opportunity means equal responsibility, and we simply cannot tolerate undisciplined actions.

However firm and to the point or subtle and indirect, the answer is obviously an education process. Maybe it is because we rub shoulders a lot in the Navy, but I believe that we have made substantial progress in eliminating both racial prejudice and discrimination within the Navy. It is a slow ball game but I believe that we are winning.

• **WOMEN** — Of course, women have been in the Navy for years, but now we are expanding their role in a very dramatic way. Most of our rating groups are now open to women, and I really don't anticipate many problems. Obviously, there are jobs that take more physical stamina than others, but the ability to learn and absorb is equal between men and women, and this is the really important thing.

• **LEADERSHIP** — If you look back over the years, we can safely say that service life is not quite as rigorous as it was 20 or 30 years ago, in some respects. But then, neither is civilian life, and I think that contemporary leadership must reflect our changing times.

I can remember just a few years back when we saw a young man on the street with long hair and we really considered him to be unusual. If you look around now, many of our professional people, doctors, lawyers and members of Congress, are wearing longer hair and they're certainly accepted. We in the Navy are wearing our hair a little bit longer. We can't be in such a rut that we're unable to see what society is and how it changes. We have to be able to relate military life style to civilian life and at the same time maintain good order and discipline. This is a real challenge to leadership!

The main thing that I would suggest to those people who are in positions of leadership is to get out and find out what's going on in the world around them. That world, the civilian community, didn't stop still on the day they came in the Navy; it has progressed just as everything else has, and until we become very contemporary, we've got little hope of ever attracting quality people and holding them . . . and this is not so much a point of view as it is a matter of fact!

I visit commands on a continuing basis all around the world. When I see a command that is completely squared away, I know that it has taken considerable effort on the part of its leaders. It used to be easy to say "do it because I have three or four stripes on my arm and I want it done." But that certainly isn't leadership today, if, indeed, it ever was. A real leader is the person who can take these young people today and train them to be good sailors and still allow them to live with individual dignity and feel they're a part of society. This to me is what our American military system is all about. An individual who is properly trained and properly led will produce. Even when the chips are down, he will come through for you. But young people today, as always, must have the benefit of good solid leadership.

I don't think there has ever been a time in my life when leadership was more of a challenge than it is right now. And the sequel to that is my view that there has never been a time, to my knowledge, when naval leaders were more capable than they are today. Oh, yes, we have our problems, but we attack them with great vigor, and I believe that the state of the art, as I say, has probably never been higher.



# Everything you should know about **DUTY IN**

That fateful phone call is placed to your detailer, and you hold your breath. Where will it be — your next assignment? Perhaps it is shore duty, a chance to spend some time with the family, or do a bit of traveling on your own. Or a new duty station where you'll have an opportunity to see some interesting sights and generally have as much fun as possible — plus maybe save a little money. Location, then is all-important.

Word from the detailer is a few minutes in coming — but it seems a lot longer. He drops the phone, looks up your card, and finally picks it up to give you the word: Washington, D. C.

If you do any kind of administrative work, the chances of your being assigned to the nation's capital are better today than ever. The Navy here needs yeomen, personnelmen and the like — especially those ratings in E-6 and above. In fact, practically any rating might be assigned here as a "detailer" — to administer assignments of personnel in his own or related ratings. There's still a lot of paperwork to running the Fleet, and as your detailer will tell you, "We really need you around here."

A lot of career officers serve at least one tour in Washington early in their Navy lives, and, as we said, the chances of an enlisted person — especially one in a clerical rating — coming to Washington are better than ever. For instance, there are about 1000 yeoman billets in the D. C. area alone.

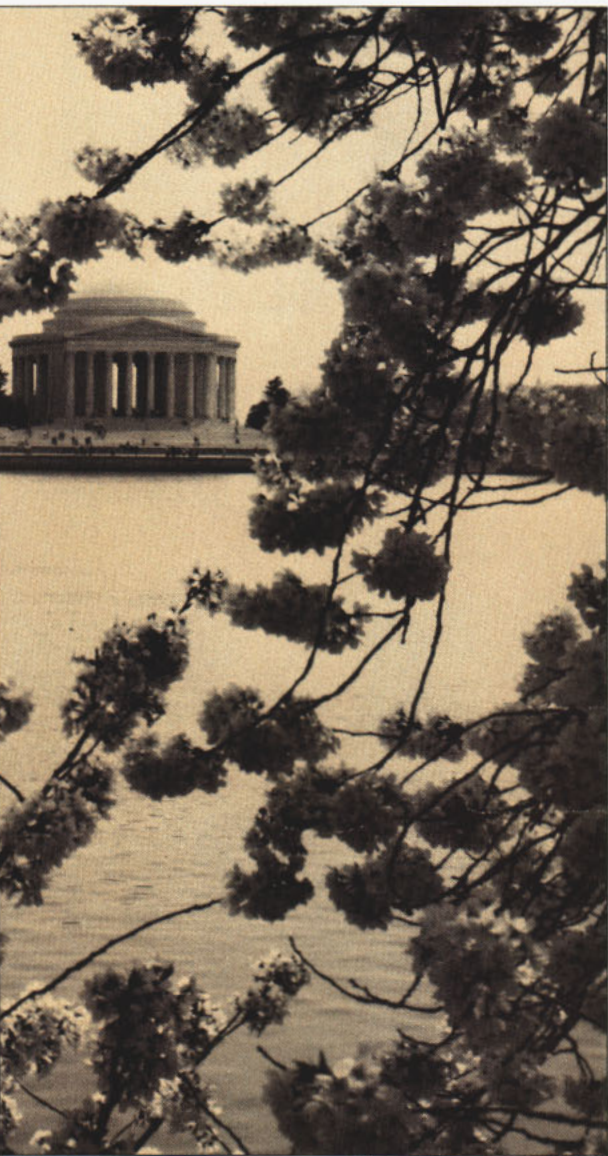
Just what each individual's reaction is to an assignment in Washington is a matter of individual taste. Some people have heard stories about the high costs of living and traffic congestion, and they aren't anxious to try it all out personally. To others — for numerous reasons — Washington is the chance of a career — an opportunity to work with the most senior officers who are running the Navy and to share in the many activities of this lively and constantly growing urban area. And there's probably more to see — and do — here than anywhere else in the world. Much of it is free.

There is certainly very little that is usual, common or ordinary about Washington, D. C. Even those who have lived here for years can be surprised and stimulated by the freshness of the town, and it's only





# WASHINGTON, D.C.



Jefferson Memorial in the Spring

the rather dull people — who hide themselves under a shell — who think duty in the nation's capital is a bore.

So — if Washington wasn't on your preference list when you were first assigned here, we're willing to bet that you'll get more out of the experience than you had expected. In any event, prepare yourself for an adventure.

## Apartments and Housing

A roof over your head is one of the first things you'll want when you get to Washington. There are several ways to obtain one, but in general it's best to follow the ground rules — don't rush things; take your time and look around.

If you're a single enlisted man or woman and assigned to the Navy Annex (Bureau of Naval Personnel) or the Pentagon, or somewhere close by, and you haven't set up house for yourself when you arrive, you'll probably hang your hat in one of the barracks at the nearby Army post, Ft. Myer. A lot of Navy and Air Force people stay there, and some people who aren't inclined to shell out money for an apartment may stay there for all of their tour.

If you do want to find a place of your own, you can still take advantage of barracks living as you start your tour — this offers you an opportunity for apartment- or house-hunting without the rushed feeling. Renting an apartment in Washington, Northern Virginia or Maryland can be expensive — but not as expensive as in many metropolitan areas.

Rents in the area generally are high, due to the low vacancy rate of Washington area apartment buildings (about one per cent). Tips for looking for a livable place are: finding an area you like, preferably close to work and close to a bus that takes you to and from work if you don't want to drive.

If you prefer living farther out, where rents are cheaper, you'll want to investigate car pools. Car pools are very much encouraged, and at many Navy activities there are car pool information systems to help new arrivals in the Washington area.

A two-bedroom, unfurnished apartment goes for somewhere in the area of \$225-275, and you can scale other sizes and prices from that point. Groups of two



or more Navymen often share apartments. Another word of advice: don't rent a furnished place even if you can find it. It isn't worth it. You can pick up the necessary pieces of furniture for much less than the extra rent costs. (There's a thriving market for used furniture through the want ad columns.)

While most people rent apartments, there is a large Navy housing facility near Bolling Air Force Base, neighboring Anacostia. There's a waiting list — at least four months for a one-bedroom living unit, six months for two bedrooms and 12 months for three bedrooms.

On the subject of housing — one of the first things to do is to turn to the Joint Armed Forces Housing Office which has a branch on the main concourse of the Pentagon (telephone OX7-4115, 6) and the headquarters office at Ft. Myer (telephone OX2-9538). Whether you are interested in renting, buying or selling, this is the place to check since it is a clearing center for all the Armed Forces and you can obtain listings according to the particular section of the Washington-Virginia-Maryland area where you will be located.

Each of the housing referral offices in the Washington area has the same listings as those available at the Pentagon office. Since you are required by regulations to report to a housing referral office, it would be to your advantage to visit the office on the base to which you are being assigned before looking elsewhere. You may even have your lease looked over before signing at Bldg. 59, North Post, Ft. Myer.

Buying a house can be a very expensive proposition in this area — it depends on where you locate, but starting prices of \$30,000 to \$40,000 are common. However, if you're a family man and thinking about housing, you may be interested in what is known as the "homesteader policy." This is an incentive especially designed for those assigned to the national capital area.

As outlined in BuPers Note 1306 of 7 Nov 1972, the Navy established its first return tour or "homesteader" policy. Basically, this policy says that if you serve a tour in Washington and want to return after a stint at sea, you will be guaranteed assignment in the area. This is a real break for those who want to purchase homes here since they will not be obliged to sell them at the end of their tours.

The note also lists a couple of other incentives for the yeomen and personnelmen who find serving in Washington agreeable. One is a year's shore tour extension in Washington for those so requesting and having their command's approval. Another is the "intra-area comptour" which allows yeomen with shore tours of more than 48 months to transfer to another command within the Washington Naval District after serving between 24 and 30 months in the area. This is a no-cost transfer which cannot be guaranteed, but which will be honored whenever practical.

The advantage of buying a house — especially with the Navy's new homesteader policy for the Washington area — can be very great. The value of land and



Above: Aerial view of the Navy Annex, Arlington, Va., which houses the Bureau of Naval Personnel. Right, above: The Pentagon, Department of Defense. Right: Crystal City which houses many naval activities.

houses is constantly on the rise, so a house — if you improve on it at all — will be worth everything you have put into it and more.

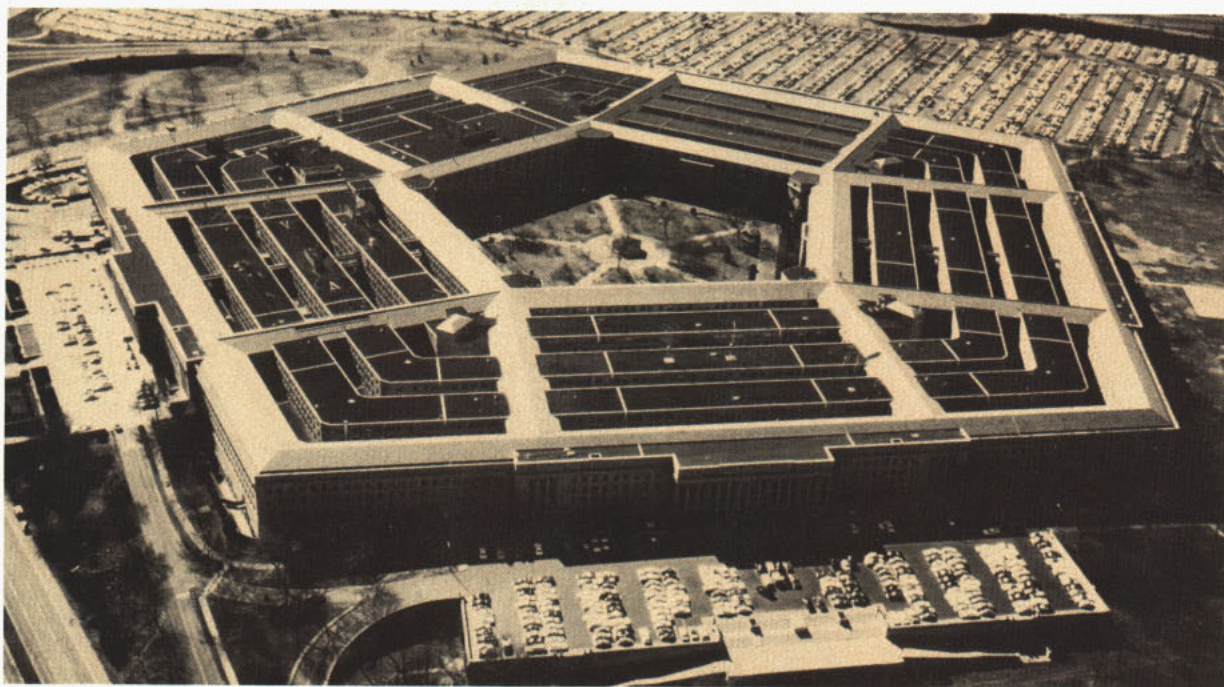
All of this is to say that the Navy needs you — especially in Washington. While there aren't that many ships which steam the waters of the upper Chesapeake Bay (Navy types that show up at the local Navy Yard are gun and patrol boats and an occasional destroyer), this is the headquarters of the Navy and many of its major support activities.

#### Navy on the Washington Scene

Where, then, do they put all those Navymen who are needed?

There are a lot of answers to that question. One of the most correct ones is the Pentagon. Located just across the river from the District of Columbia and near Arlington Cemetery, the Pentagon is the





working home of the Secretary of Defense, Joint Chiefs of Staff, Chief of Naval Operations, and much more. It is the world's largest office building — even though it doesn't look it from the outside—and gives jobs to around 30,000 people, both civilian and military.

On a hill overlooking the Pentagon — and most of Washington — and right next to Arlington Cemetery is the Navy Annex, sometimes known as the Arlington Annex. Its chief claim to fame is as the headquarters of the Chief of Naval Personnel, and it also houses the Headquarters of the Marine Corps. Here is where all the officer and enlisted detailers work, where personnel programs are worked out, and where the service records of active duty personnel are kept. Almost any personal request that comes to Washington from the fleet and shore commands will probably wind up here, so you can see why the need for men and

women in clerical ratings is especially acute here.

The Navy Communications Center is located in the northwest sector of the District, just across the street from American University. As the name implies, it is responsible for a lot of sophisticated communications equipment and it is also not too far from the Naval Observatory, the official home of the CNO.

The Navy Yard, headquarters of Naval District Washington, is situated on the banks of the Anacostia River. You'll find it to your benefit to visit there. Among its facilities are a Navy Exchange, uniform shop, officers' club, CPO club, Navy Federal Credit Union, dispensary, dental clinic and gas station. The yard also maintains the Navy Library and Naval Historical Museum. Across the Anacostia River is the home of the Naval Photographic Center. Anacostia is the site of the Navy Housing Office and Family Services Center. It also has a dental clinic. If you





are assigned to a location other than the Pentagon or the Navy Annex, you may have reason to visit Bldg. 92 at Anacostia, since it is the repository for service records of some 4000 enlisted personnel and 1250 officers stationed in other Washington and nearby Maryland and Virginia naval activities.

The Bethesda Naval Medical Center is north of the district in Maryland, next to the National Institutes of Health. It is one of the largest centers for medical care and research in the world. It is also a stopping-off place for tours for a lot of hospital corpsmen, dental technicians and the like. Bethesda, along with the Bureau of Medicine and Surgery headquarters, near the Lincoln Memorial and State Department in downtown Washington, serves as the major center for medical care for Navy personnel and their families in the Washington area.

Other places to which Navy people are assigned

in the Washington area include the Ballston Center Towers complex in Arlington County, headquarters of the Navy Recruiting Command, the Washington office for the Chief of Naval Education and Training, and the Office of Naval Research headquarters.

Along the major highway running south of the Pentagon is Crystal City, a high-rise office complex in Alexandria, Va. There's another complex called Rosslyn, also known as "little New York." Rounding out the picture are the Naval Air Station in Patuxent River, Md., and the Naval Station (and the Naval Academy) at Annapolis, Md., all within easy commuting distance of the District.

#### **Your Job in Washington**

Working in an office in Washington may not appear too much different than working in an office elsewhere, yet it doesn't take too long to pick out





Left, above: The National Naval Medical Center, Bethesda, Md. Left: The History and Technology Building of the Smithsonian Institution. Above: The Washington Navy Yard with the Anacostia River in the Foreground.

the differences that do exist. First, and most importantly, the work a person does in Washington usually has Fleet-wide consequences, whereas at a support activity, the job may involve and affect only the people at the local command.

Working in Washington means that you are likely to come in contact with more high-ranking military and civilian people than you would elsewhere in the Fleet. There is a concentration of gold braid in the nation's capital, indicating the importance the Navy places on most of the jobs assigned in Washington.

Working conditions vary, but chances are — no matter what your rank or rate — you'll be able to wear civilian clothes to the job most of the time. Wednesday of each week is "uniform day," and everyone in all the services dons his uniform; otherwise, the uniform is mostly optional. As elsewhere in the Navy, you'll have to stand watches — for which uniforms are

required — depending on where you work and what kind of watches are necessary.

While the cost of living has gone up everywhere, the military man and his family who are wide-awake to all opportunities can really save money. One of the main advantage of the Washington area is the large number of services offered at military bases; most of these are Army, but they're geared to handle the needs of people from all branches of the services.

Consequently, you have a variety of exchanges and commissaries from which to choose. With these the burden of feeding and clothing the family is considerably lightened and the convenience of it all is enhanced.

These bases also have recreational facilities — swimming pools, hobby shops, tennis courts and baseball and softball fields — which are open to military families. Then there are the many military movie theaters in the area, showing the same movies you would see downtown, but usually at less than half the price.

If you're a 1st class or chief petty officer with more than 10 years in the service, your total annual income from the Navy — base pay, comrats and BAQ — probably ranges from \$10,000 to \$12,000. With an income like that, Bureau of Labor statistics say that in the Washington area you should count on putting about \$2000 to \$2400 of it into housing — either by buying or renting. Another \$500 will go to transportation expenses, such as keeping up the car and paying insurance. This give you a small indication of the kind of money you have to spend to live in the Washington area.

But if you're married and your wife wants to work, chances of her getting a job with the government or some commercial company which needs secretarial help, for instance, may be pretty good. This could add considerably to your income. For example, the current starting salary for a Government Service GS-4 employee is \$7198 and that of a GS-5 is around \$8000. There are many other job categories available to qualified people, so the opportunities for earning extra income are fairly ripe.

Finding things to do in the off hours is a problem faced by few Washingtonians. The city is alive with music (it's the home of the Navy Band), museums, theaters — live and film — recreational facilities, and places of general interest for practically any taste. There's a lot more to Washington than simply the monuments which you see in travel brochures. This is discussed in a forthcoming section — the Washington the tourist rarely sees.

As the seat of the Federal Government, Washington, D. C., has been called the "world's largest company town," and if you come here on an assignment for the Navy, you too will be a part of that company. You should have something in common with almost everyone else in the area and, if that's the case, you may find Washington to be a very congenial place.



# ON THE SCIENTIFIC FRONT

---

COMET KOHOUTEK



---

## Ultraviolet Camera Photographs Huge Hydrogen Cloud Around Kohoutek Comet

---

An ultraviolet camera designed and built by the Naval Research Laboratory was carried aloft in January by a NASA Aerobee rocket to snap a picture of Comet Kohoutek. When the camera returned to earth after its 120-mile journey which began at White Sands, N.M., NRL scientists reported an unexpected finding. Recorded on film was a huge cloud of hydrogen three times the diameter of the sun. The hydrogen cloud completely enveloped the comet's head and most of the visible part of its tail. Some of the hydrogen appeared to be blown away by the sun to form a tenuous cloud behind the comet which is many millions of miles across.

Space scientists believe that Kohoutek itself consists largely of water ice in which dust and other ices are embedded. As the water evaporates when the comet nears the sun, the action of sunlight breaks the evaporated water up into its component hydrogen and oxygen atoms. The lighter hydrogen atoms escape rapidly producing the extensive cloud captured by the NRL camera.

---

## Naval Research Camera Aboard Skylab IV Records Progress of World's Latest Comet

---

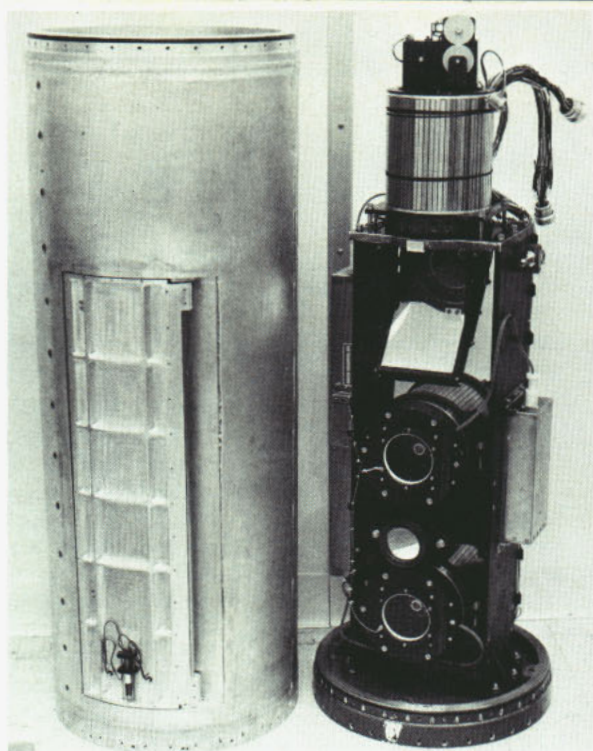
In January, when comet Kohoutek streaked across the sky at its brightest, a Naval Research Laboratory camera snapped pictures of it from both inside and outside Skylab IV.

The camera had been redesigned for Skylab by NRL men from their original model, used for man's first moon-based space observatory which operated during the *Apollo XVI* mission.

The camera viewed the comet in ultraviolet light which made it possible for scientists to compare Kohoutek's halo with that of other recent comets. Comparison was also possible with the earth's hydrogen geocorona which was photographed from the moon during *Apollo XVI*.

During the Skylab IV Mission, the NRL camera was the only device available to NASA which could obtain images of the comet on a wavelength which included the light from atomic hydrogen.

**Left:** An ultraviolet camera exposure of the comet Kohoutek unexpectedly showing a massive hydrogen cloud enveloping it. Several ultraviolet cameras, like the one above, were launched to photograph the comet; one from an Aerobee rocket and the other from Skylab IV.



---

## Navy Research Puts Old Drug to New Use; May Prove to be Aid to Divers

---

Navy divers may be able to put an old pharmaceutical to a new use. Disulfiram, also known as Antabuse, now used to treat alcoholism, has been found to provide substantial protection for certain animals against the toxic effects of breathing excess oxygen for extended periods. Further studies are underway to determine whether similar protection would be provided to humans.

Divers can use oxygen advantageously to reduce extended decompression. Without extraordinary amounts of oxygen, for example, decompression after a saturation dive can last for days or even weeks. Inert gases such as helium are contained in a diver's breathing gas mixture and accumulate in his body tissue. These gases must be removed slowly if decompression is accomplished safely. This process can be considerably speeded up by breathing oxygen to rapidly replace the inert gas.

However, oxygen can also, under certain conditions, have an adverse effect on body tissues. A diver's central nervous system or lungs can be affected, depending upon conditions of his exposure to oxygen.

Researchers at the University of Kansas, however, working under an Office of Naval Research contract, discovered that animals injected with disulfiram before exposure to oxygen were less prone to quick damage because of excessive oxygen. The degree of protection provided by disulfiram varied in different species and strains of animals.



---

## **Annapolis Midshipmen Aid Environmentalists By Sampling Copper Content of Chesapeake Bay**

---

Environmental Sciences Department students at the U. S. Naval Academy, Annapolis, have determined that in the last 75 years the copper content of Chesapeake Bay sediments has increased markedly — in some places more than fourfold. The copper detection method used was recently adapted to seawater by two Naval Academy chemistry professors.

The Annapolis project narrowed the scope of its study to copper detection. Midshipmen aboard one of the Academy's yard patrol craft, which has been converted to a full-scale oceanographic vessel, collected tubes of cores of the Chesapeake Bay bottom at five widely distant locations. The lower level of the core samples represented silt deposited 75 or more years ago. Using data collected by Bay scientists, they estimated that a sedimentary layer roughly five to 10 feet deep had been deposited since the European settlers first arrived in the United States.

The midshipmen's study has important ramifications for environmentalists and several students will continue the study to discover under what conditions the Bay's copper might become soluble. "If some bacterial action occurs that will convert insoluble metals into soluble ones," the instructor of the Academy's environmental pollution course said, "there is a chance the Bay will be contaminated with copper ions."

Heavy concentration of copper could prove lethal to fish in the Bay but, as yet, the metal content in the Bay bottom appears to be insoluble. If further study can determine under what conditions solid metals will become soluble and perhaps lethal to the Bay, steps may be taken to prevent these conditions from becoming more serious in the future.

---

## **NRL Scientists Begin Intensive Marine Fog Studies in Galapagos Islands Area**

---

Early this year, scientists from the Naval Research Laboratory began an intensive investigation of marine fog formations near the Galapagos Islands. They were aboard the laboratory's catamaran research vessel *USNS Hayes*.

Marine fogs not influenced by huge land masses are relatively frequent occurrences around the Galapagos, which straddle the equator about 600

miles west of the Ecuadorian coast. According to Dr. Lothar Ruhnke, head of the Naval Research Lab's Atmospheric Physics Branch, strong horizontal temperature gradients in the ocean's surface layer may be responsible for the phenomenon.

The high frequency of fog near the Galapagos gave the chemists, biologists, oceanographers and physicists aboard *Hayes* ample opportunity to make detailed measurements of fog formation and dissipation.

Investigation included wind velocities, sea and air temperatures, fog visibility and duration, air mass identification, aerosol and water chemistry, droplet size, atmospheric electrical charge and identification of microorganisms, such as bacteria which may be associated with fog droplet nuclei and aerosols.

The results of the study are expected to provide better understanding of fog generation and duration, which are important to safe operation of naval and commercial fleets.

---

## **Radar and Computer Technology Help Scientists To Photograph and Study Projectiles in Flight**

---

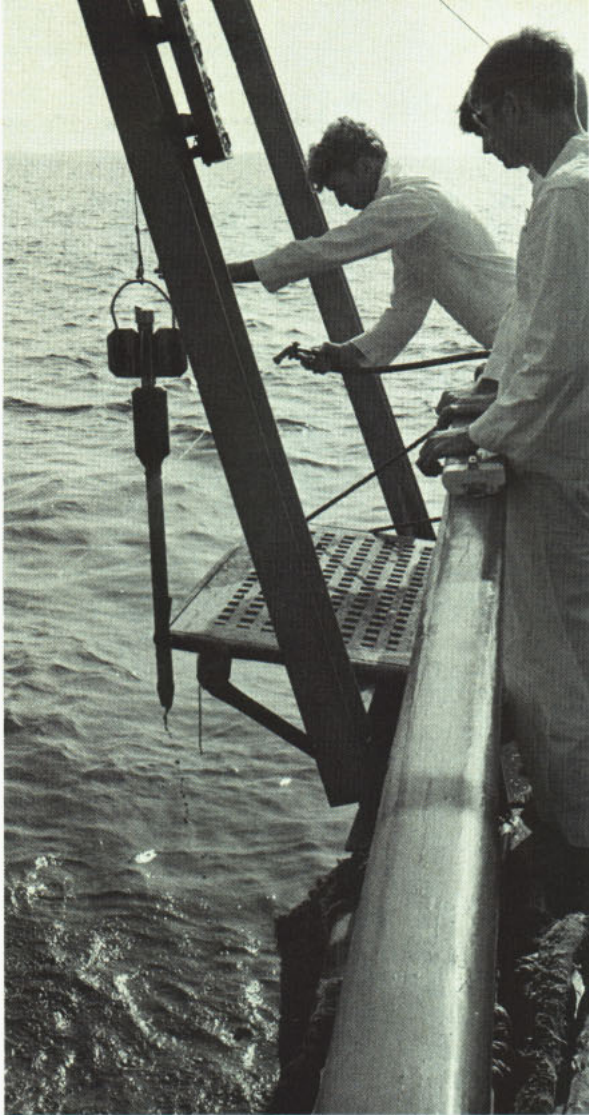
A rapidly moving projectile was recently photographed in flight by the Naval Weapons Laboratory at Dahlgren, Va., an accomplishment roughly equivalent to photographing a football traveling at 1000 miles per hour over a two-to-five-mile course.

Without electronic assistance, of course, manual operation of the motion picture cameras was out of the question. Engineers used a radar and computer coupled with camera mounts to predict the distance between the projectile and the cameras. They also determined the line of flight the projectile was expected to fly. As soon as the projectile was fired, a radar measured its initial velocity and fed this information to the computer which defined the trajectory. This information was relayed to the camera mounts which locked in at the precise distance and elevation. Camera operators then had a choice between staying with the computer or tracking manually.

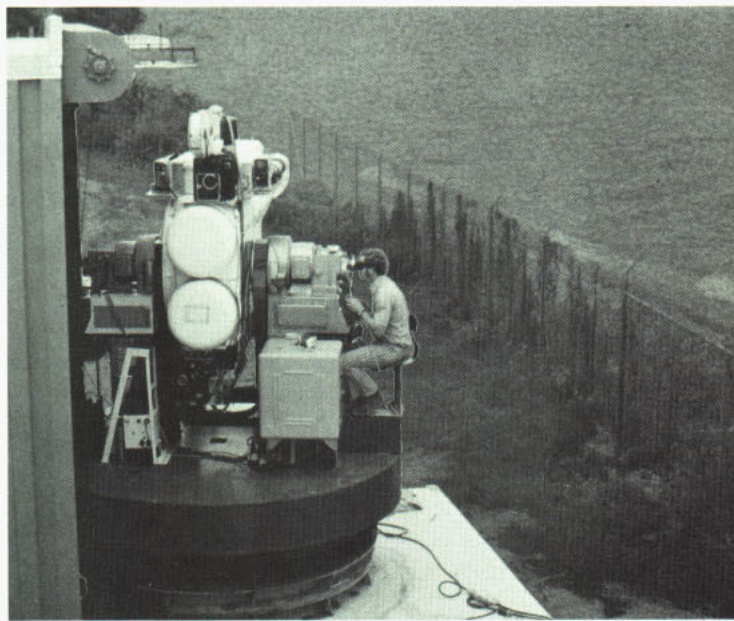
This capability gives scientists and engineers a new dimension in studying projectiles in flight. Up to now, it has been mostly guesswork whether a projectile wobbled, wigwagged or deviated in some other manner in its trajectory. Tracking and photographing a projectile in flight now gives first-hand visual observation under actual flight conditions. Data obtained from such photographs can be helpful in future projectile design.

**Right:** The unique naval research ship *USNS Hayes*, which made intensive investigations of marine fog formations near the Galapagos Islands.





Left: Annapolis midshipmen work with the Environmental Protection Agency (EPA) in collecting samples from the bottom of Chesapeake Bay. Above and below: An apparatus composed of radar and computer parts coupled with camera mounts to photograph projectiles in flight.





How do you build a pier for the South Pole?

# THE WORLD'S



A man-made ice cube was serving as the unloading pier at McMurdo Station, Antarctica, this past summer season as U. S. Coast Guard icebreakers and Military Sealift Command cargo ships reached the southernmost continent for the annual resupply of stations with materials, food and fuel.

The ice pier, made last winter (summer in the U. S.) by the 156-man crew that spent the winter at McMurdo Station, stretches about 650 feet along the shore of the bay, and is 460 feet across on the seaward side. The giant ice cube, about the size of a football field, is some 200 feet wide, about 25 to 28 feet thick and actually floats in the Ross Sea, some 850 miles from the South Pole.

First ship to use the pier was the icebreaker *Glacier* (WAGB 4) which arrived in Winter Quarters Bay shortly after noon on 8 Jan 1974. *Glacier* broke a 17-mile ice channel in company with another Coast

Guard icebreaker, *Staten Island* (WAGB 278). *Glacier* then moored in the channel with her lines secured to timbers sunk in the man-made ice pier.

The pier, "Wally's Wharf," was named after Chief Utilitiesman James Wallace who supervised construction of this six-month-long project in the Antarctic darkness. The task became necessary because, at the end of the Deep Freeze 72 summer season (February 1972), a severe storm raged across McMurdo Sound shoving giant ice blocks into the pier area, destroying docking facilities.

The following summer season, the men of Operation Deep Freeze 73 built a trial ice pier. A timber framework was built, then filled with snow and water to form an ice cube. Bales of straw from New Zealand were used to insulate the surface to keep the ice from melting as summer temperatures at McMurdo rose.

During the past Antarctic winter — from March



# BIGGEST ICE CUBE

until this past October — the winter-over crew built three pumping stations on the frozen sea ice and started the formation of the present ice pier. The build-up of the ice pier started with the pumping of seawater into six-inch layers using plastic tubing as the exterior boundary of the giant block of ice.

Several problems hampered the construction of the wharf in addition to the difficulties encountered because of continuous darkness and sub-zero temperatures. Extreme variations in temperature, high winds, the changing in elevations resulting from the seawater flowing to low spots, the effects of the tides, and pressure ridge action along the seaward edge of the ice wharf, all presented difficulties to the men creating the pier. High winds caused shifting of the polyethylene tubing and constantly changing temperatures slowed the freezing of salt water after being pumped from the bay.

By the end of May, the ice cube was about six feet thick at the outer edges and some eight feet thick in the center. It took an estimated 900,000 gallons of seawater to achieve this thickness. New tactics had to be used if the pier was to reach desired thickness by summer.

Chief Wallace proposed a snow wall instead of the use of tubing. With all station men divided into six sections and working in four-hour shifts, they built the front section of the snow wall by hand and shovel. By 14 June, the four-foot-high snow wall was completed on the seaward edge; this section proving successful, the remaining three walls were constructed with the aid of a D-4 bulldozer.

High winds — which affected the tubing previously — didn't bother the new snow wall; pumping continued around the clock, in any kind of weather.

The "Ice Construction Corporation," as the six crews were called, then rebuilt the snow walls every month as necessary, when the basin filled and froze. By the end of August, the pier had been built to a depth of 26 feet. It was ready for use by the resupply ships of Operation Deep Freeze 74. "Wally's Wharf" was in business.



Facing page: USCGC Staten Island edges the cargo ship USNS Private John R. Towle into the new ice pier in Winter Quarters Bay, McMurdo Station, Antarctica. Above: Navy personnel start the pier in the darkness of the Antarctic winter by first constructing a four-foot high wall, 360 ft. long. Below: Later a wooden form is filled with snow and water making a smooth surface for the ships to tie up. Below left: Freeing the tow rope from the quay wall as the ice pier is being moved.





# QUESTIONS from officers AND ANSWERS

**Q.** *I have an advanced degree in aeronautical engineering and want to be considered for designation as a proven subspecialist under the Navy's Operational Technical Managerial Systems (OTMS) Program. When is the next subspecialty selection board scheduled to select proven subspecialists?*

**A.** The next Aeronautical Engineering Subspecialty Selection Board is scheduled to convene in November 1974. Below is a schedule of OTMS subspecialty selection boards for the remainder of fiscal year 1974 and fiscal year 1975. If you are in doubt as to whether your record will appear before a particular board, contact the Community Management Branch (Pers-403) in the Bureau of Naval Personnel at Auto-von 224-1266 or 1270.

**FY 1974**

May	Communications
Jun	Intelligence

**FY 1975**

Nov	Aeronautical Engineering
Dec	Transportation
Feb	Environmental Science
Apr	Ordnance Engineering
Apr	Computer
Jun	Politico-Military/Strategic Planning
Jun	Ship Engineering
Jun	Operations Analysis

**Q.** *How do I indicate my desire for postgraduate education?*

**A.** The officer preference card is the proper and

most effective method of making postgraduate desires known to BuPers. Available curricula and eligibility criteria are described in the current OPNAV-NOTE 1520. The tearoff tab on the bottom of the preference card should be filled out completely, indicating the appropriate numeric code for the PG curriculum desired. When the preference card is received in BuPers this information is computerized. This data is provided to the annual Postgraduate School Selection Board. Keep your preference card current.

**Q.** *What is the present policy of split-touring surface warfare department heads?*

**A.** There is currently an active program whereby top-performing graduates of the Navy Destroyer School split-tour to amphibious service force ships and destroyer squadron staffs after 12 to 18 months as a destroyer department head. The intent is to enhance the warfare expertise of high-performing officers in order to develop a more knowledgeable junior officer while building a more homogeneous and versatile base of middle and senior grade officers. The more officers split-toured, the greater the benefits which will accrue to the surface warfare community, and concurrently enhance the assignability of the individual officer. Preference for this type of assignment should be indicated on the officer preference card.







# Q and A

**Q. Who is responsible for setting my planned rotation date (PRD) and what is its significance?**

**A.** The PRD is a planning device for use by the individual, his command and the Bureau of Naval Personnel. The PRD is set by the Bureau (specifically, by your assignment officer) in consonance with present assignment policy and existing Bureau and Department of Defense directives. The PRD is assigned each time an officer is ordered to a new duty station and represents the month and year in which his reassignment is planned. It is a tentative date and subject to change. The date is initially based on the established tour length in the activity to which ordered.

**Q. I have heard the term "disassociated" tour used in connection with duty assignments for aviators. What**

**constitutes a "disassociated" tour, and when does it apply?**

**A.** In the aviation world, a "disassociated" tour is a sea tour in an environment outside an individual officer's "warfare specialty," i.e., VA, VF, VAQ, VS, VP, VAW, VQ, HM, HS, or HC. Normally, a junior officer will complete three sea duty tours before attaining eligibility for command selection. Ideally, two of the sea tours will be served within the same warfare specialty community, while one tour (disassociated) is open for assignment to either ship's company, afloat staff or selected overseas billets.

**Q. I understand that a major factor in making assignments is the cost incurred in a PCS move, yet I still see people moving across country. What are my chances for a cross-country move?**

**A.** As a rule, in the officer community, no move is made on the basis of personal preference alone. Assignment officers have three basic factors they must consider in determining an officer's duty assignment: the needs of the service, the career needs of the individual and the desires of the individual. A cross-country move can be made when an individual's particular qualifications require the assignment.

**Q. I have heard the term "warfare specialty" used on several occasions during discussions about career planning. Is "mining" an example of a warfare specialty?**

**A.** No, mining is an example of a mission assigned within a warfare specialty, whether it is in the air, surface, or submarine communities.

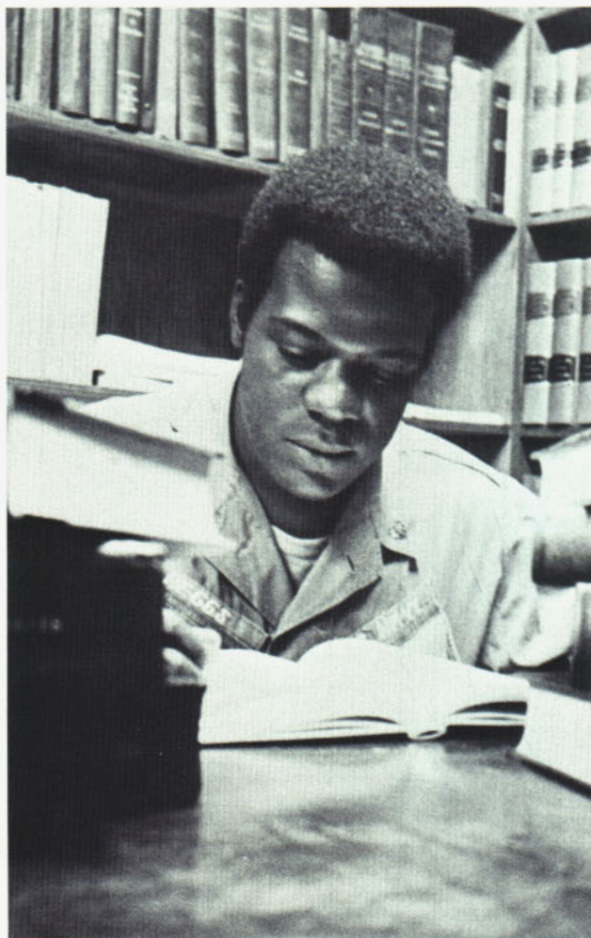
The term "warfare specialty" is used to describe an individual's primary area of expertise such as aviation, surface or submarine. There are many missions assigned to the particular warfare specialties, mining being one that applies to all three. We continue to need all three. We continue to need a large group of mine warfare experienced officers in all three unrestricted line communities and at all ranks, but that expertise will be accumulated by some as they progress through their warfare specialty career.

**Q. What is the length of time required to train a Navy pilot?**

**A.** There are many variables that affect the training cycle for pilots; therefore, a definitive training cycle duration cannot be predetermined. Some of these factors include weather, aircraft availability, instructor availability and, of course, the individual student's progress. However, the average time to complete the helicopter pipeline is 12 months, the prop pipeline is 14 months; and the jet pipeline is about 17 months.

**Q. What is the length of time required to train a naval flight officer (NFO)?**

**A.** The same variables that affect the pilot training cycle (above) also affect the NFO training cycle. The NFO training cycle takes about 10 to 12 months to complete, depending on the pipeline.





**Q. Who can apply for pilot and NFO training?**

**A.** Generally, any officer candidate enrolled in an officer-producing program leading to a commission in the unrestricted line of the Navy or Naval Reserve may apply for pilot or NFO training. Additionally, any commissioned officer, active or Reserve, who meets the eligibility criteria may apply.

**Q. As an officer ordered to a fleet squadron, my orders contain a "greemain." What is a greemain and am I obligated to accept a set of orders containing such?**

**A.** A greemain is an agreement to extend on active duty for a specified period. Greemains are written into all orders to fleet squadrons when the officer does not have sufficient obligated service remaining, without the greemain, to complete the normal squadron tour. The greemain may either be written into the body of a set orders or listed as a supplementary item.

An officer is not obligated to accept a set of orders which incurs additional obligated service. If the officer does not desire the obligation incurred by acceptance, he should officially notify BuPers before execution of any portion of these orders. Once an officer has executed a set of orders containing a greemain, he can be held to the obligated service specified.

**Q. As a temporary warrant officer who has twice failed of selection to the next grade, what are my options?**

**A.** If you have less than 18 years' active service, you must revert to your permanent enlisted grade for retention on active duty under your current enlisted contract. If your enlisted contract has expired, then you have the option of discharge or enlistment in your permanent enlisted grade with continuation on active duty.

If you have more than 18 years but less than 20 years' active service, you will be permitted to remain in your temporary grade until eligible to retire, at which time you have the option of reverting to your permanent enlisted grade and continuing on active duty, reverting to the highest enlisted grade and transferring to the Fleet Reserve, or retiring as a warrant officer.

If you have at least 20 years' active service, you will have the option of reverting to your permanent enlisted grade and continuing on active duty, reverting to the highest enlisted grade and transferring to the Fleet Reserve, or retiring as a warrant officer.

It should be noted that a temporary warrant officer reverting to his permanent enlisted grade and continuing on active duty is not guaranteed completion of 30 years' active service. Personnel reductions may require termination of active duty before completion of 30 years' service. Additionally, reenlistment in any specified rating must be in accordance with the reenlistment policy existing at the time of reenlistment.

**Q. The Aviation Command Screen Board meets an-**

**nually to select principals for aviation command. What is the composition of the board?**

**A.** The Aviation Command Screen Board members are senior officers representing the various communities of naval aviation. For example, the FY 74 Aviation Command Screen Board consisted of 20 officers with respective VA, VAM, VF, VAW, VP, helo, VS and heavy jet backgrounds. Ten of the members were former RAG or CAG commanders. Additionally, one member was an NFO, another was a minority representative, and another a former POW.





# QUESTIONS from enlisted AND ANSWERS

*Since the new evaluation form for 1st and 2nd class petty officers has become effective, many questions have been received. The following have been asked most frequently:*

**Q.** *Where will the bell-shaped curve fall with regard to the new enlisted evals?*

**A.** The majority of marks given by a command should fall down the middle column "Typical Petty Officer of Ratee's Rate & Meets or Exceeds Requirement of the job." Any marks outside this area require comments supporting the high or low grade.

**Q.** *How do you intend to keep everyone honest on the system?*

**A.** The computer at BuPers will maintain a running account of the grading practice of each command. Data will also be collected on the evaluator through use of his social security number. Both of these reports will enable BuPers to monitor and police the system. These reports are currently in use for E-7, 8 and 9 evaluations, and have proven successful in keeping grades down. In fact, the grades given CPOs today are lower than last year.

**Q.** *What about those commands with a large number of highly qualified performers?*

**A.** This is where the remarks and justification comments come into play. There are commands in the Navy that have received a high proportion of

outstanding individuals, prescreened for special assignments. In these cases comments should document the large number of high grades. However, the individual cannot receive high grades just by virtue of being assigned to that command.

**Q.** *Will selection boards and the proposed E-7 selection board adjust evaluation marks for high/low evaluators?*

**A.** Each selection board is provided the reports described above for use with its deliberations. The boards can and do weigh performance averages based on these reports and the comments on each evaluation sheet. The boards are made up of individuals from each warfare specialty including E-8s and E-9s of each rating and are very good at recognizing a "snow" job or bad evaluator.

**Q.** *There has been a lot of emphasis placed upon grading down the middle. Will this emphasis result in undermarking?*

**A.** The chances of undermarking are extremely remote. However, some may feel that they have been undermarked when they see their new grades. Everyone will have to reorient his thinking to the more accurate evaluation system.

**Q.** *Will the system be expanded to include 3rd class petty officers?*







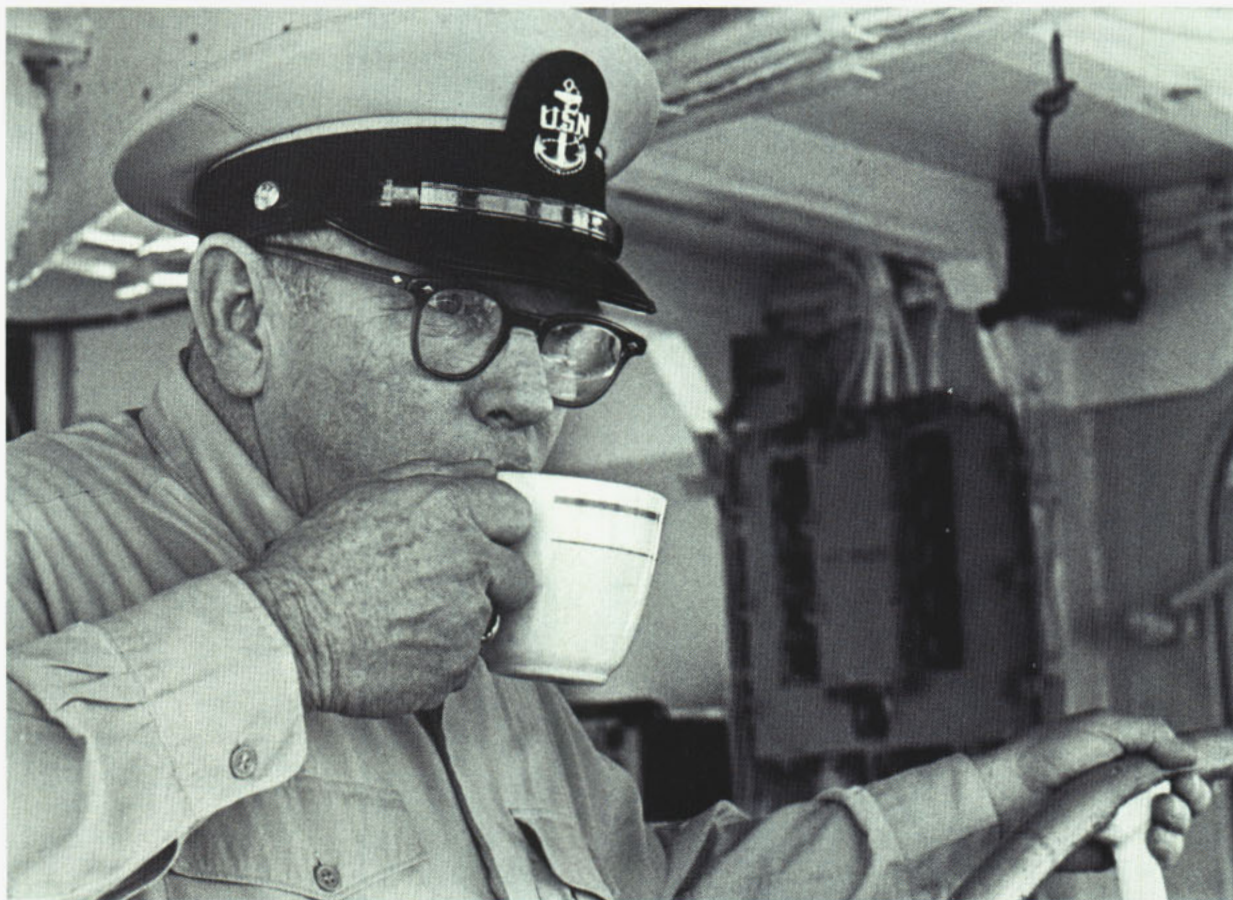
# Q and A

BuPersNote 1616 of 16 Aug 1973.

**A.** Next year a study will be conducted to evaluate the effectiveness of the new system and to make recommendations to the CNO on the findings. One of the specific items to be looked into will be the expansion of the system to include 3rd class petty officers.

**Q.** Since there is no longer a performance mark average, how will the advancement multiple be computed?

**A.** A formula has been developed for use with the new evaluation system. The formula is needed to combine the two distinctly unique evaluation systems during the transition period when both are needed for the advancement multiple. The formula will also weigh each factor relative to the period of time covered. This formula will be promulgated in a forthcoming BuPers Notice.



A decision should be promulgated by midsummer next year.

**Q.** How will the new codes be used for personnel actions?

**A.** Since we have gone off the 1.0 to 4.0 scale for 1st and 2nd class petty officers, a new system was designed to mark without performances averages. Personnel actions will be based upon not having a specific number of certain grades during a period of time. These actions and the criteria are listed in

**Q.** Will individual commands have to compute performance averages for advancement cycles?

**A.** No. Commands will submit only the performance average from the 1.0 — 4.0 system to the exam center. Performance marks from the new evaluations will be provided to the Naval Examining Center by BuPers. Evaluations are to be submitted to BuPers where the data will be placed on its computer tapes. A copy of these tapes will be sent monthly to the exam center. Performance mark averages will not be required for 1st class petty officers because they will



be advanced by a selection board and not by the multiple system.

**Q. Are there any provisions for using additional sheets for lengthy comments?**

**A.** There are no provisions for the extra sheets. All of the comments and justifications must fit on the one form provided. Long comments, filled with flowery adjectives, are useless and not desired. The emphasis is placed on the marks without a lot of "bull."

**Q. How do you evaluate an individual working outside of his or her rate?**

**A.** These individuals are to be evaluated with others doing the same job. Career counselors are evaluated with other career counselors, recruiters are evaluated with other recruiters and so forth.

**Q. Which form do you use to evaluate a "frocked" chief?**

**A.** An individual who has been "frocked" is to be evaluated based on his permanent pay grade. If he or she is serving in a higher billet, this fact should be noted in the remarks section of the evaluation. This policy will be promulgated in the next change to the BuPersMan.

**Q. A section of the form is for listing the number of "Ratee's Grade marked in each box" of the overall performance trait. Is this a listing for the reporting senior or for the whole command?**

**A.** This section is a report of all marks given by the entire command. As this data is compiled, the commanding officer has the opportunity to gauge grading practices within the command. Additionally, when completed, this section gives all those who review the form an indication of the particular command's grading practices.

**Q. Are evaluations required when the commanding officer is detached or when the reporting senior is changed?**

**A.** This is not a requirement. However, each change will require a certain amount of information to be passed to the relief to ensure continuity of the annual report.

**Q. Does the entire form have to be completed with an "OCR" typewriter?**

**A.** No. Only the lower section of the report containing the actual evaluation marks requires an "OCR" input. The remainder of the form must be typed, but it may be completed with any style typewriter.

**Q. Why does the form have a number of blocks marked "NA"?**

**A.** It is anticipated that the current official E-7, 8 and 9 evaluation report will be discontinued and that the worksheet for that report will be used with this new form. We will end up with one official report and two distinct worksheets. The "NAs" are reserved for

the additional information required on the E-7, 8 and 9 report.

**Q. What do you do if the individual refuses to sign his or her own evaluation report?**

**A.** First of all, the ratee's signature only means that the report has been seen. It does not mean that the individual agrees or disagrees with the report. If the individual still refuses to sign, a notation to this effect should be placed on the evaluation report. When a member alleges that an evaluation is in error which would require a substantive change, the evi-



dence in support of such claim should be forwarded via the chain of command to BuPers where it may be filed with the enlisted service jacket, thus showing what is claimed and what authority there is for each claim. The removal or revision of enlisted evaluations in the service record is not authorized. However, this cannot preclude the correction of the enlisted administrative errors as contained in Article 5040100 BuPersMan. (Also see Article 5040200, para. 3. The Board for Correction of Naval Records and Article 138, UCMJ, Procedures for Seeking Redress.)



# QUESTIONS on veterans' affairs AND ANSWERS

**Q.** *What's this I hear about husbands of female veterans being eligible for the same Veterans Administration benefits as wives and widows of male veterans?*

**A.** You heard right. Under Public Law 92-450 (Oct 1972), the term "wife," for purposes of benefits, includes husbands of female veterans and "widow" includes widowers of female veterans.

**Q.** *I am interested in applying to the VA for a GI home loan after I am discharged. How do I do this?*

**A.** It's relatively simple now. Under a recently initiated procedure, VA automatically mails certificates of eligibility to veterans shortly after they are separated from service. After selecting the home you'd like to buy, you should present the certificate to the private lender who agrees to finance the home, then await VA approval of the loan.

**Q.** *Is there a limit on how much I can pay for a home purchased with a loan guaranteed by the VA?*

**A.** No, but there is a limit on the amount of guaranty the agency can issue—60 per cent, up to a maximum \$12,500. Also, the loan cannot exceed VA's appraised value of the property.

**Q.** *Under what conditions can the VA restore GI home loan benefits to a veteran?*

**A.** VA can restore GI loan entitlement to veterans or service personnel whose loans have been repaid in

full and the agency released from liability and whose properties were given up for what the agency describes as "compelling reasons."

**Q.** *I find the cost of homes so high, my wife and I have decided on a mobile home. Will the VA guarantee a loan for both the mobile home and land to place it on?*

**A.** Yes. The maximum guaranty for mobile homes is \$10,000, which can be increased to \$17,500 if the loan includes site acquisition.

**Q.** *What are some of the advantages of a VA GI home loan?*

**A.** VA guarantees 60 per cent up to a maximum of \$12,500 of such loans, no down payment is usually required, the agency appraises the house to determine its reasonable value and there usually is a long repayment period.

**Q.** *Rather than write a letter to the VA to give my change of address, can't I do it by phone?*

**A.** Yes, but you should be prepared to provide as much identifying information as possible, such as claim and /or social security number, date and place of birth, etc.

**Q.** *Does the VA reduce a veteran's monthly compensation when there are increases in social security benefits?*



**A.** No. VA does not count any income against compensation for service-connected disabilities, including social security payments. Income, however, is counted in determining pensions of veterans with non-service-connected disabilities.

**Q.** Do VA hospitals and clinics take care of Reservists injured reporting to, or returning from military training?

**A.** Yes. VA provides medical care for injuries and illnesses which occur during travel time as specified in the Reservist's military orders. Both active duty training and inactive duty training are considered active duty for this purpose.

**Q.** The VA is giving my daughter dependents' educational assistance based on the service-connected death of my husband. Since she plans to marry soon, will this affect her assistance?

**A.** Your daughter's marriage would have no effect on her education benefits. A widow's remarriage under the same program, however, would result in termination of benefits, unless the remarriage was terminated by death or divorce.

**Q.** My father was killed in service during the Vietnam era which makes me eligible for War Orphans Educational Assistance from the VA. However, I have joined the Navy, and would like to take advantage of the program while in service. Is that possible?

**A.** No. A person eligible under the War Orphans Educational Assistance program may not make use of its benefits while in service.

**Q.** The VA pays allowances for my wife and daughter along with compensation for a 60 per cent service-connected disability. My daughter just married. When will the allowance for my daughter be discontinued?

**A.** At the end of the calendar year in which she was married.

**Q.** What's the time frame for entering on-job training after discharge?

**A.** Veterans discharged after 31 Jan 1955 have eight years from date of last separation or until 30 Aug 1975, whichever is later, to use flight, farm cooperative and on-job training benefits provided by the VA.

**Q.** What should I do if my VA check does not arrive on time?

**A.** Two things. (1) Wait long enough to be sure the mails have cleared, (2) Write to the VA regional office which has your claim file, including your name if you're a veteran, or the deceased veteran's name if it is a death claim, and your claim number. Never write the Treasury Department, as this will only prolong the delay in receiving your check.

The following is a further clarification of a question answered in the January 1974 ALL HANDS Questions & Answers.

**Q.** When is a member entitled to a lump-sum payment for accrued leave?

**A.** The law prohibits lump-sum payment for accrued leave if the discharge is given only for the purpose of immediate reenlistment. The law also has defined this to mean that an individual discharged within three months of completion of the enlistment is being discharged because of completing the enlistment and not solely for the purpose of reenlistment. Thus, when discharged within three months of the completion of the enlistment, the member may still be paid a lump-sum for accrued leave.

Also, a member who has extended his enlistment for the first time is entitled to a lump-sum payment on the last day of the enlistment and before the extension begins. There is no restriction on the length of the extension, but it is only on the first extension that a member is entitled to lump-sum payment. At the time of a second extension on the same enlistment, the member may only carry forward the accrued leave. There is no provision for lump-sum payment on the second extension because it is not considered to constitute a new enlistment.

An officer is entitled to lump-sum payment of accrued leave only on separation or discharge. A Reserve officer may be entitled to lump-sum payment for accrued leave when being discharged pursuant to augmentation to the Regular component of the Navy, but only if that discharge is effected on the date of expiration of a specified term of obligated service.





# reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* magazine, Department of the Navy, NIRA, Room 1634 Navy Annex, Washington, D.C. 20370, four months in advance.

- *USS Ranger* (CV 4) — the eighth annual reunion will be held 23-25 Aug in Las Vegas, Nev. Contact Ralph E. Koberstein, 55 Magazine St., Cambridge, Mass. 02139.

- *USS Amycus* (ARL 2) — a reunion will be held 30-31 Aug in Long Beach, Calif. Contact Lloyd D. Burgess, 9949 S. Bona Vista Land, Whittier, Calif. 90604.

- *USS Mobile* — a reunion will be held some time in 1974 in Nassau. Contact Rev. Ed Rogers, 555 Partridge Lane, Greenville, S.C. 29601.

- *Parachute riggers* — a reunion of the members of this rate will be held 22-24 Aug at Lakehurst, N. J. Contact PRCM M.R. Kubler, SEA, NATTC, Lakehurst, N.J. 08733.

- *302 NCB Unit* — a reunion is planned for 18-21 Jul in La Porte, Ind. Contact L. Kingsolver, 1656 2nd Street, La Porte, Ind. 46305.

- *29 NCB Unit* — a reunion will be held 15-17 Aug in Chicago, Ill. Contact W. P. Mast, P.O. Box 29, Lee, Ill. 60503.

- *U. S. Submarine Veterans* — the 11th annual convention will be held 28-30 Jun at Fort Monroe, Va. Contact Mose Ramich, Rt. 3, Box 175, Windsor, Va.

- *LST 1141* — for details of this reunion, contact E. H. Sallee, R.R. 1, Bowling Green, Mo. 63334.

- *LST 288* — a reunion is planned for September. Contact Herb Meyer, 2414 Shelburn Road, Millville, N. J. 08332.

- *USS Wasp* (CV 7) — a reunion will be held for ship's company and members of on-board squadrons on 20 Jul in Norfolk, Va. Contact Wasp CV-7 Stinger Club, Box 14518, Albuquerque, N. M. 87111.

- *River Patrol Force* (TF 116) — the seventh annual reunion will be held at Little Creek, Va., on 12 Aug. Contact YNCs John C. Williams, Box 5523, Virginia Beach, Va. 23455.

- *USS Bunker Hill* (CV 17) — ninth annual reunion will be held 28-30 Jun in Louisville, Ky. Contact Bert Giancola, 6000 Bold Court, Louisville, Ky. 40219.

- *25th Special USNCB of World*

*War II* — 18th annual reunion will be held 2-4 Aug in Framingham, Mass. Contact John D. Owen, 2110 W. 40th St., Lorain, Ohio 44053.

- *USS New Mexico* (BB 40) — 17th annual reunion will be held 4-5 Oct in San Diego, Calif. Contact A. P. Lofurno, 2076 54th St., San Diego, Calif. 92105.

- *USS Topeka* (CL 67) — second annual reunion is planned for 9-11 Aug in Topeka, Kan. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

- *USS Valley Forge* — third annual reunion will be held 25-27 Jul in Long Beach, Calif. Contact Stanley E. Toy, 4234 W. 176 St. Torrance, Calif. 90504.

- *USS Density* (AM 218) — a reunion will be held on 16-18 Jul in Rockton, Ill. Contact LaVerne Bailey, 1513 Bradford Drive, Irving, Tex. 75061.

- *USS Ptarmigan* (AM 376) — a reunion is planned for 25-27 Jul in Long Beach, Calif. Contact P. E. Nelson, 5022 Howard Ave., Los Alamitos, Calif. 90720.

- *26th Seabee Battalion* — a reunion will be held 19-22 Sep in Virginia, Minn. Contact Clarence Beck, 1518 London Road, Mt. Iron, Minn. 55182.

- *USS Nautilus* (SSN 571) — Commissioned on the 30th day of September 1954, *Nautilus* became the vanguard of a fleet of nuclear submarines. On the 20th anniversary of her commissioning, a celebration is planned in the New London area, where *Nautilus* was constructed and has been homeported since. All those who were associated with the original design, development, construction or operation of *USS Nautilus*, and particularly all former crew members are invited to contact: *Nautilus* Reunion — 1954-74, Box 571, Naval Submarine Base, Groton, CT 06340.

- *VP 83* — fourth annual reunion will be held 26-28 Jun in Sacramento, Calif. Contact C. E. Godager, 2617 Los Feliz Way, Carmichael, Calif. 95608.

- *USS Fletcher* (DD 445) — A reunion is planned for August. Contact Keith E. Snyder, Box 514, Keeseville, N. Y. 12944.

- *USS Wharton* (AP 7) — a reunion will be held 8-11 Aug in New Orleans, La. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148.

- *USS ABSD 1* — a reunion will be held 26-28 Jul in Carson City, Nev. Contact W. G. Herman, Green Acres Court, Rt. 1, Lot K, Clinton, Mo. 64735.

- *Destroyer Squadron 19, World War II* — a reunion will be held in July in New Jersey. Contact Frank J. Kmiec, 66 Chadwick St., North Andover, Mass. 01845.

- *USS Pensacola* (CA 24) — fourth annual reunion will be held 28-29 Jun in Pensacola, Fla. Contact Douglas Jacobs, 6 S. 70th Ave., Pensacola, Fla. 32506.

- *USS Birmingham* (CL 62) — second reunion is planned for August 1974 in Las Vegas, N. M. Contact Glenn F. Williamson, Rt. 1, Box 54, Macclenny, Fla. 32063.

- *USS Northampton* (CA 26) — the seventh annual reunion will be held on 25-27 July in San Diego, Calif. Contact S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301.

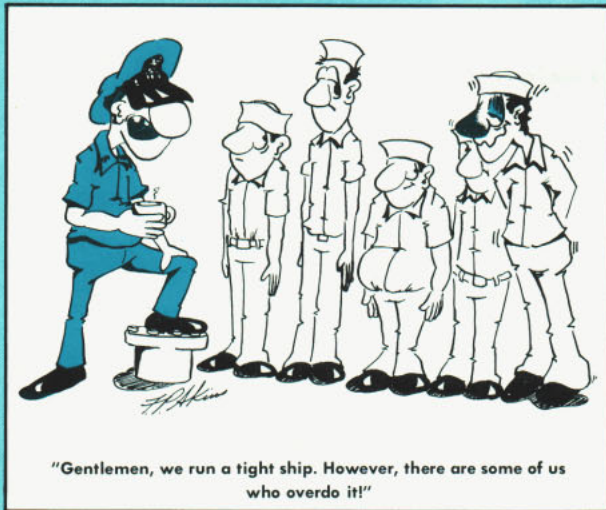
- *USS Hornet* (CV 8-CV 12) — the 26th annual reunion is planned for 21-23 June in Atlantic City, N. J. Contact Victor L. Kelber, 36 Cedar Street, Lakewood, N. J. 08701.

- *USS Topeka* (CL 67) — the second annual reunion will be held on 9-11 Aug in Topeka, Kansas. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

- *NAS Los Alamitos* — a reunion is planned for all former employes and military personnel stationed there on 22 June. Contact YNC R. L. Altes, Administrative Department, NAS Los Alamitos, Calif. 90720.



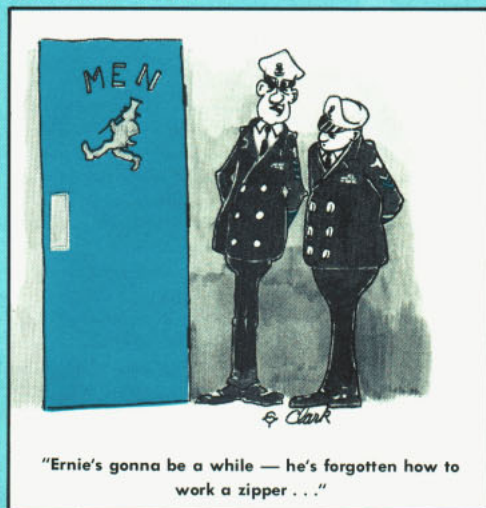
DM2 Frederick P. Akins



DK2 Alan L. Berry

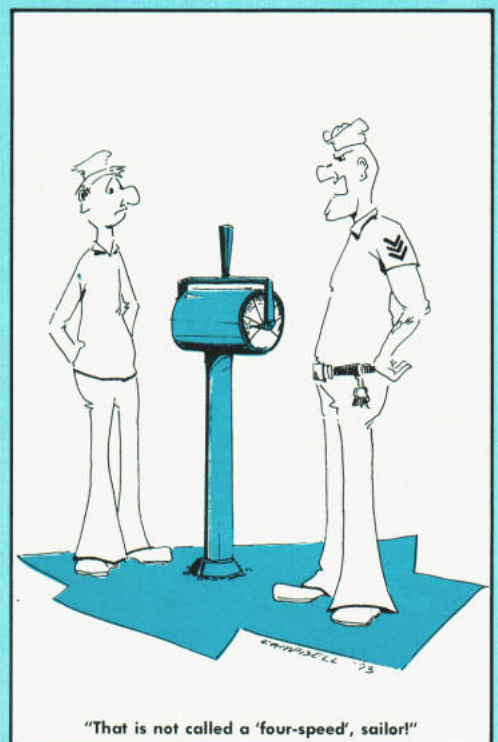


AME3 Marshall T. Clark

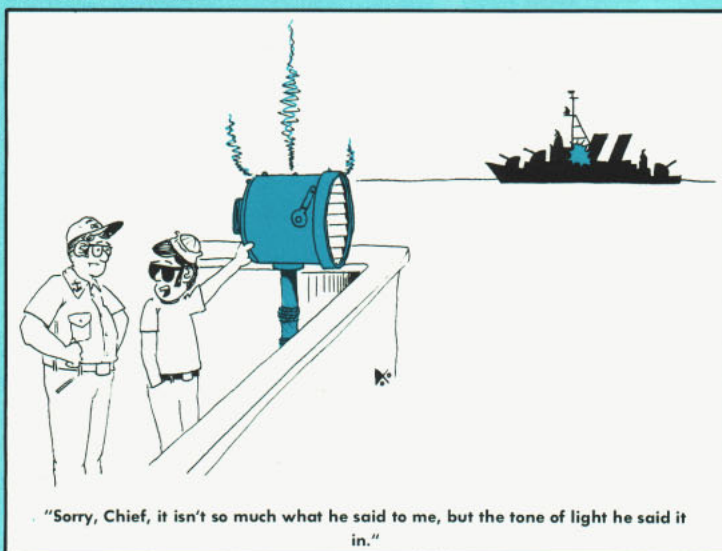


# on the serious side

LTJG Thomas J. Campbell



OS3 Dennis L. Clevenger





# TAFFRAIL TALK

If you have scanned the masthead over the Table of Contents on page 1, you will have noticed that some very important changes have been made.

With this issue, ALL HANDS becomes the Magazine of the U.S. Navy, published for the information and interest of all members of the naval service. It is now part of the Navy Internal Relations Activity, Office of the Chief of Information. The Navy Internal Relations Activity, called NIRA, is an OPNAV field activity under the direction and supervision of Chief of Information, Rear Admiral William Thompson, USN.

Officer in charge of NIRA is Captain M. E. Romano, USN who also serves as Assistant Chief of Information for Internal Relations. The audience of NIRA consists of the entire Navy family: active duty personnel, dependents, Reserves, retirees and Navy civilian employees. ALL HANDS joins its fellow publications at NIRA which reach out to this vast audience through "Direction" Magazine, "NavNews," "Familynews" "Policybriefs", the broadcast media, including the "Weekly Newsgam from CHINFO," "Navy Scene," and "NAVOICE," as well as by CCTV and film (the CNO sitreps).

ALL HANDS' mission remains the same as it has always been: to report on matters concerning plans, policies and actions that are being considered or implemented for the purpose of strengthening national defense; improving Navy life, promoting morale and esprit de corps, and keeping YOU advised on career matters of concern to you, your rights and benefits.

In a few months ALL HANDS will be celebrating its fifty-second birthday. It started out as a "career-type" newsletter for the Bureau of Naval Personnel, way back in the days when BuPers was still known as the Bureau of Investigation. It became a full-size professional publication when the demands of World War II spelled out the importance and need for a continuing channel of communications with Navy people throughout the world.

As we become part of the OPNAV organization under the CNO, ADM Elmo R. Zumwalt, Jr., and the CNO nominee, ADM James L. Holloway, III, we bid a fond farewell to the Chief of Naval Personnel, VADM David H. Bagley, and some 20 of his predecessors, who have sponsored *your* magazine over the past half-century. We extend a note of appreciation also to Captain Russell F. Harney, who heads the Office of Liaison and Public Affairs in which we served, for his outstanding support.

As part of the NIRA team, the ALL HANDS editorial staff will continue to report to you the facts that you need to know, in order to be better informed about Navy life. You can be sure we will make every effort to improve with each issue — and we will if you continue to offer your support as in the past, with your articles, news items, photographs, letters and ideas. It's been said before but it can be said again: "This is YOUR magazine." the adjoining column tells you how you can "keep in touch."

*The All Hands Staff*

**ALL HANDS** The Magazine of the U.S. Navy, published for the information and interest of all members of the naval service, is issued monthly by the Navy Internal Relations Activity, Office of the Chief of Information, Room 2E329, Pentagon, Washington, D. C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

**ORIGINAL ARTICLES** and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information. The editorial offices, of ALL HANDS are currently located at Rm. 1634, Navy Annex, Washington, D.C. 20370.

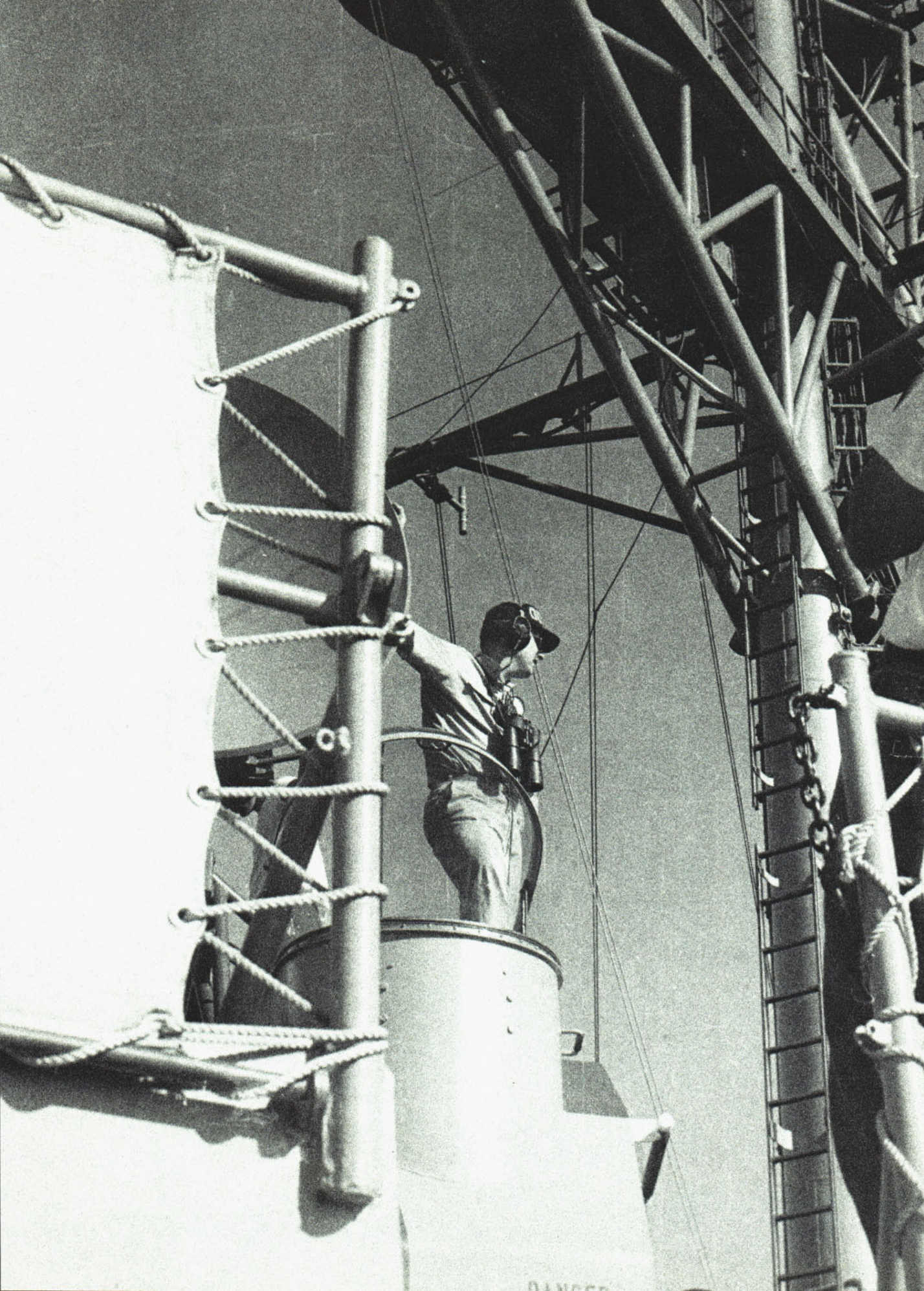
**DISTRIBUTION:** ALL HANDS is distributed on the basis of one copy for each five naval officers and enlisted personnel on active duty. The Navy Internal Relations Activity (NIRA) invites requests for additional copies as necessary to provide adequate distribution on this basis. Note that distribution is based on the authorized number of members attached. NIRA should be kept informed of changes in the number of copies required and if the full number is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List (SNDL) in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, NIRA should be informed. Limited distribution to Marine Corps activities is effected by the Commandant U. S. Marine Corps. Requests from Marine activities should be addressed to the Commandant.

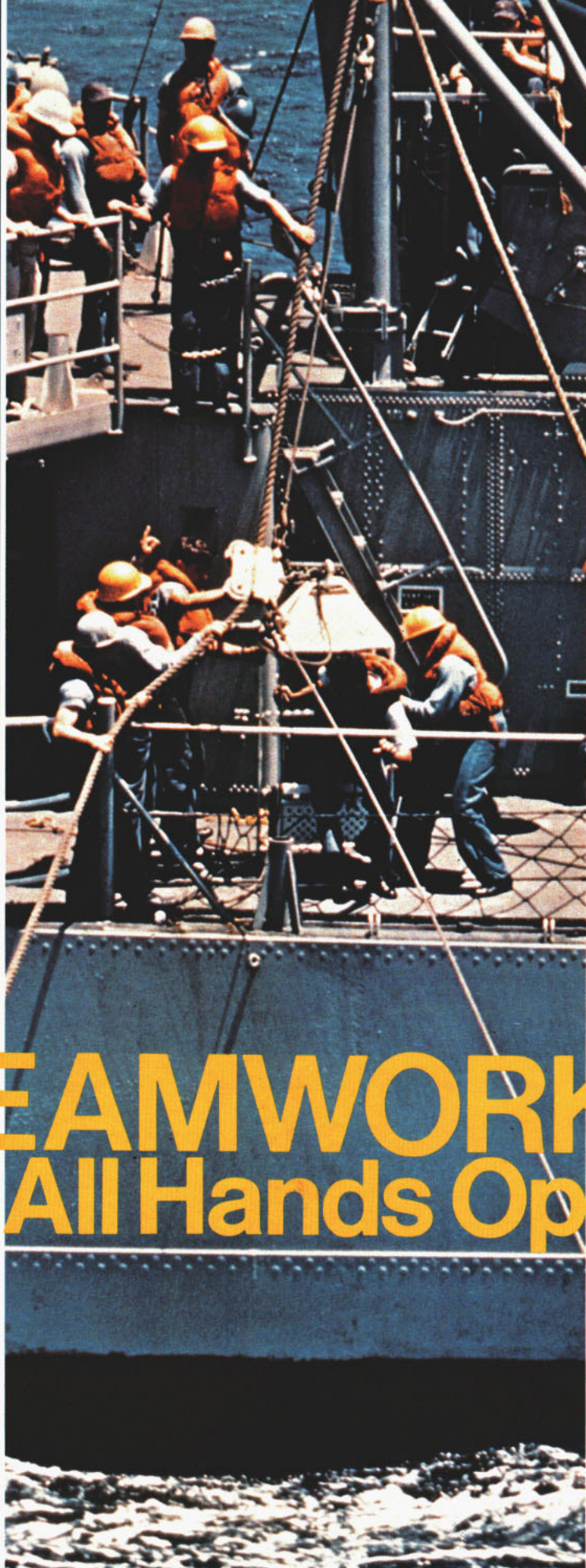
**PERSONAL COPIES:** The magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is \$1.05 per copy; subscription price is \$12.60 a year, domestic (including FPO and APO address for overseas mail); \$15.75 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office at the above address. Subscriptions are accepted for one, two or three years.

AT RIGHT: ABOARD USS ELLISON, an ensign studies his ship prior to exercises during refresher training at Guantanamo Bay, Cuba.









**TEAMWORK...**  
**an All Hands Operation**